

Printed and Published for the Proprietor, by
Franklin, at 11, Lee Street, in the City of Victoria, B.C.

Shipping Europe, Australia, and other Ports.

P. & O. BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND) TO
Straits, Java and Burma, Ceylon India, Persian Gulf, West India,
Mauritius, East & South Africa, Australasia, including New
Zealand & Queensland Ports, Red Sea, Egypt, Europe, Etc.
PENINSULAR & ORIENTAL PORTWORTHLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H. M. GOVERNMENT.)

Tonnage	From Hongkong (about)	Destination
KAISAR-I-HIND 11,430	20 Sept. noon	M'les, London & Antwerp
SOPHAN 6,690	1st Oct.	S'pore, Pang, C'bo & B'bay
KASHIMIR 8,953	4th Oct.	M'les, London & Antwerp
MOH 10,911	18th Oct.	M'les, London & Antwerp
PESHAWAR 7,943	21st Oct.	M'les, London & Antwerp
SICILY 6,813	27th Oct.	S'pore, Pang, C'bo & B'bay
TASHKENT 8,840	1st Nov.	M'les, London & Antwerp
SARDINIA 6,684	25th Nov.	S'pore, Pang, C'bo & B'bay
KARNATAKA 9,098	28th Nov.	M'les, London & Antwerp
MAINTA 10,902	13th Dec.	M'les, London & Antwerp
SODDAN 6,196	27th Dec.	S'pore, Pang, C'bo & B'bay
KHIVA 9,135	27th Dec.	M'les, London & Antwerp
MACEDONIA 11,089	10th Jan. 1925	M'les, London & Antwerp
SICILY 6,813	10th Jan.	S'pore, Pang, C'bo & B'bay
KALYAN 9,118	24th Jan.	M'les, London & Antwerp
MORE 10,911	7th Feb.	M'les, London & Antwerp
KASHMIR 8,953	21st Feb.	M'les, London & Antwerp

BRITISH INDIA-APCAR SAILINGS (South)

Tonnage	From Hongkong	Destination
TILAWA 10,100	18 Sept. 1 p.m.	S'pore, Penang & Calcutta
TAIFA 8,500	3rd Oct.	S'pore, Penang & Calcutta
TA ADA 6,494	23rd Oct.	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

Tonnage	From Hongkong	Destination
ARABIA 6,000	1st Oct.	Manila, S'kan, Thursday Is.
ST. ALBAN 1,500	25th Oct.	Townsville, B'bane, Sydney
EASTERS 4,000	26th Nov.	and Melbourne.

For further information apply to: **NIPPON YUSEN KAISHA.**
Tel. Central Nos. 292, 293 & 2422. **Y. YAMAMOTO, Manager.**

SAILINGS TO SHANGHAI & JAPAN.

Tonnage	From Hongkong	Destination
MORE 10,911	19 Sept. daylight	Shanghai, Moji & Kobe
KASHIMIR 8,953	3rd Oct.	Shanghai, Moji & Kobe
SICILY 6,813	4th Oct.	Shanghai, Moji & Kobe
ST. ALBAN 1,500	11 Oct.	Moji & Kobe
TA ADA 6,494	6th Oct.	Moji & Kobe
HALW 10,141	18th Oct.	Shanghai, Moji & Kobe

All dates are approximate and subject to alteration without notice.
Wireless on all steamers.
Passage measuring not more than 24ft. x 2ft. x 1ft. will be received at the Co.'s Office up to noon on the day previous to sailing.
Passage Rates Handbooks, etc., apply to **MACKINNON, MACKENZIE & Co.,** Agents.

GLEN AND SHIRE.

PORT SERVICE OF STEAMERS

ALL STRAITS, CHINA & JAPAN SERVICE

TOWARDS

HOMEWARDS

Vessel	Due Hongkong	Vessel	Leaves Hongkong
GLENADA	30th Sept.	GLENFER	28th Sept.
GLENASHAN	7th Oct.	GLENOGLE	24th Oct.
GLENGARRY	16th Oct.	GLEN RIVER	13th Nov.
GLENAPP	30th Oct.	GLEN RIVER	13th Nov.

Movements are subject to change without notice.
For freight or further particulars please apply to:

JARDINE MATHESON & CO., LTD.

THE GLEN LINE, LTD.

Telephone Central No. 215, sub-ex. 23 and 3696.

AUSTRALIAN ORIENTAL LINE.HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.
SAILING (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia	Leave H'kong for M'les, S'kan, Thurs. Is. & Allan Ports.
TAIYUAN	5th Oct.	9th Oct.
CHANGSHA	2nd Nov.	6th Nov.

This steamer is fitted with Refrigerating machinery, ensuring plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.
(JOHN SWIRE & SON, LTD.)

Telephone Central No. 36. Agents.

HOLLAND EAST ASIA LINE

OF THE

United Netherlands Navigation Company.



Regular four-weekly service between Japan, Vladivostok, China, Hongkong, Manila, Singapore

AND Rotterdam, Amsterdam, Hamburg, Bremen and North Continental Ports.

Sailings for Rotterdam, Amsterdam, Hamburg & Bremen.

S.S. BOEROE	3rd October.
S.S. OOSTERKERK	3rd November.
Outward Bound Steamers due to Arrive Hongkong.	
S.S. OOSTERKERK	23rd September.
S.S. SCHIEDERK	End of October.
S.S. OOSTERKERK	End of November.
S.S. OOSTERKERK	End of December.

All steamers have a limited accommodation for passengers.

For Freight, Passage and further particulars please apply to

JAVA-CHINA-JAPAN-LIJN.

Tel. Central No. 1574. Agents. York Building.

Shipping to Europe, Australia, and other Ports.



SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan ports.
Through Bills of Lading issued to all Overland Common Points in U.S.A. and Canada.

KAGA MARU	Friday, 26th Sept.
IYO MARU	Wednesday, 15th Oct.
MARSEILLES, LONDON & ANTWERP via Singapore & Ports.	
KATORI MARU	Wednesday, 8th Oct.
KAMO MARU	Wednesday, 24th Sept. at 11 a.m.
HAMBURG via LONDON & ROTTERDAM & Ports.	
MITO MARU	Friday, 26th Sept.
LIVERPOOL via MARSEILLES & VALENCIA.	
TSURUGA MARU (Calls Glasgow)	Friday, 12th Sept.
DELAGO MARU	Sunday, 28th Sept.
SYDNEY & MELBOURNE via Manila & Ports.	
TANGO MARU	Wednesday, 17th Sept. at 4 p.m.
YOSHINO MARU	Wednesday, 15th Oct.
NEW YORK and/or BOSTON via PANAMA.	
LISBON MARU	Friday, 3rd Oct.
BUENOS AIRES via Singapore, Durban & Cape Town.	
AWA MARU	Friday, 7th Sept. at noon
ROMBAI via Singapore & Colombo.	
TOKUSHIMA MARU	Monday, 29th Sept.
TAMBA MARU	Friday, 10th Oct.
CALCUTTA via Singapore, Penang & Rangoon.	
YAMAGATA MARU	Friday, 12th Sept.
CALCUTTA MARU	Tuesday, 23rd Sept.
PENANG MARU	Sunday, 12th Oct.
JAVA & CALCUTTA.	
TASMANIA MARU	Thursday, 2nd Oct.
NAGASAKI, KOBE & YOKOHAMA.	
MISHIMA MARU	Monday, 13th Oct.
SHANGHAI, KOBE & YOKOHAMA.	
TAJIMA MARU (Calls Moji & Osaka)	Saturday, 20th Sept.
OSAKA MARU (Moji, Kobe & Osaka)	Monday, 22nd Sept.
KASHIMA MARU	Tuesday, 23rd Sept.
MATSUMOTO MARU	Wednesday, 24th Sept.

For further information apply to: **NIPPON YUSEN KAISHA.**
Tel. Central Nos. 292, 293 & 2422. **Y. YAMAMOTO, Manager.**

DODWELL & CO., LTD.

NEW YORK BERTH.

FOR NEW YORK & BOSTON via SUEZ.

S.S. "BOWES CASTLE" ... Sailing about 24th Sept.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (FIUME).

TAKING, CARGO ON THROUGH BILL OF LADING TO GENOA, ALL ITALIAN, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE.

£66.**NEXT SAILINGS.**

OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

S.S. "PERSIA"	Sails about 30th Sept.
S.S. "DUCHESSA D'AOSTA"	Sails about 30th Oct.
S.S. "GERANIA"	Sails about 23rd Nov.
S.S. "ROSANDRA"	Sails about 30th Nov.
S.S. "NUMIDIA"	Sails about 23rd Dec.
S.S. "VENEZIA"	Sails about 30th Dec.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "LACONIA"	Sails about 4th Oct.
S.S. "FIUME-LI"	Sails about 6th Oct.
S.S. "PERSIA"	Sails about 6th Nov.
S.S. "DUCHESSA D'AOSTA"	Sails about 7th Dec.
S.S. "GERANIA"	Sails about 31st Dec.

NATAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMSINGA" ... Sailing about 30th September.

Regular Passenger and Cargo Service to South African Ports. Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD.

Telephone Central 1030. Agents.

ELLERMAN &

STEAMSHIP

BUCKNALL

COMPANY, LTD.

Projected Sailing from Hongkong Subject to alteration.

City of Pekin	30th Sept. via Singapore, Penang, Rangoon, Hongkong & Hull
City of Lahore	26th Oct. via Shanghai & Japan
City of Lahore	4th Dec. via Shanghai, London, etc.
City of Lahore	20th Jan. via Shanghai, London, etc.
City of Lahore	1st Mar. via Shanghai, London, etc.

A Class. B Class.

Single 1st Class A £28, B £24. Single 2nd Class A £22, B £18.

Cargo Steamers Saloon Passage £68.

For further particulars apply to

HOLYOAK MARSHY & CO., LTD. THE BANK LINE, LTD.

CANTON.

Tel. Central 780.

COAST SHIPPING.

INDO CHINA STEAM NAVIGATION Co., Ltd.

SAILINGS SUBJECT TO ALTERATION.

Destination.	Steamer.	Sailings.
TIENTSIN	Chipshing	Wed. 17th Sept. at 3 p.m.
TAO via S'tow & S'hai Takasung	Wed.	17th Sept. at 10 a.m.
SHANGHAI via S'tow	Loksang	Fri. 19th Sept. at 10 a.m.
MANILA via Amoy.....	Yuensang	Sat. 20th Sept. at 3 p.m.
BANGKOK via Swatow	Yatsang	Sun. 21st Sept. at 9 a.m.
HAIPHONG via Hoihow Mingsang	Sun.	21st Sept. at 7 a.m.
SHANGHAI via Swatow Tingsang	Sun.	21st Sept. at 10 a.m.
KOBE via Amoy S'hai & Moji Hongsang	Mon.	22nd Sept. at 7 a.m.
SHANGHAI via Swatow Yuensang	Tues.	23rd Sept. at 10 a.m.
TAO via S'tow & S'hai Waishing	Wed.	24th Sept. at 10 a.m.
STRAITS & Calcutta.....	Namsang	Wed. 24th Sept. at 3 p.m.
STRAITS & Calcutta.....	Fooksang	Sat. 27th Sept. at 3 p.m.
SANDAKAN	Hisang	Wed. 1st Oct. at 1 p.m.

Calcutta Line—This Line now affords regular sailings to Calcutta, Penang and Singapore; Returning from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans & carry a fully qualified Surgeon. Shanghai Line—Sailings approximately every three days between Canton & Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

Manila Line—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Saturday at 11 a.m.

Haiphong Line—Sailings approximately weekly for passengers and cargo, calling at Hoihow both ways.

Borsto Line—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers, "HINSANG" & "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

Tientsin Line—A regular service is run from March to November between Hongkong & Tientsin occasionally calling at Weihaiwei & Chefoo.

Bangkok Line—A weekly service is provided between Hongkong & Bangkok, via Swatow, by five steamers fitted with up to 6 date passenger accommodation.

CALCUTTA LINE.

S.S. "Kutsang" will be despatched on or about Tuesday, 9th Sept. at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE MATHESON & Co., Ltd.

Telephone Central No. 215 General Managers.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns.

(Occupying 9 to 10 days.)

Steamships	Captain	Leaving
Haining	W. C. Passmore	FRI. 10th Sept. at 5 p.m.
Haining	Ellis Walker	TUES. 23rd Sept. at 3 p.m.
Haining	W. B. Turnbull	FRI. 26th Sept. at 1 p.m.

Calling at Swatow for Passengers only.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

**KONINKLYKE PAKETVAART**

MAATSCHAPPIJ.

Royal Packet Navigation Co. of Batavia.

S.S. VAN OVERSTRATEN

will be despatched on 25th Sept.

SINGAPORE, PENANG & BELAWAN DELI DIRECT.

Offers excellent saloon accommodation, all lower berths, English Cuisine, doctor carried, wireless telegraph.

1st. CLASS FARE TO SINGAPORE \$100.00.

In connection with the Royal Packet N.Y. Co.'s (K.P.M.) services to all destinations in the Netherlands East Indies.

Agents:—**JAVA CHINA JAPAN LIJN,**

Telephone Central No. 1574. York Building, Charter Road.

M MESSAGERIES MARITIMES M

SERVICES CONTRACTUALS

Mail Steamers	Next Sailing from Marseilles	Pre. arr. at H'g. and Sailing for S'hai & Japan	Pre. Sailing from H'g. for M'les
PAUL LECAT	—	—	14th Sept.
ANDRE LEBON	—	—	28th Sept.
AMBOISE	14th Aug.	15th Sept.	12th Oct.
ANTHILLY	28th Aug.	29th Sept.	26th Oct.
PORTHOS	11th Sept.	14th Oct.	9th Nov.
AMAZONE	25th Sept.	28th Oct.	23rd Nov.

RATES OF PASSAGE MONEY TO MARSEILLES.

(Including Table Wine and free Doctor's attendance)
A Class 1st Class £95.00 B. Class 1st Class £83.00
Steamers 2nd Class £68.00 Steamers 2nd Class £60.00

Through Tickets to London and Leading Towns of Europe.

Accommodation reserved in the trains at Marseilles.

LIGNE COMMERCIALES (CARGO-BOATS)

S.S. "O.P. LECOCQ" from Dunkirk, London, Havre, is due to arrive about 3rd week of September.

For full particulars apply to

Messageries Maritimes Co. 4 Queen's Building.

Telephone Central 780. CANTON. TRANSPORT. REPRESENTATION.

CONSIGNEES

NOTICE TO CONSIGNEES.

RIKSMERS LINIE.

From HAMBURG AND ANTWERP.

The Steamship "ANNA KAYSER"

Having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees risk and expense.

Optional Goods will be carried on unless instructions are given to the contrary before noon to-day.

All broken, chafed, and damaged goods are to be left in the godowns, where they will be examined on 20th inst. at 10 a.m.

All claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns, and all Goods remaining undelivered after the 22nd inst. 1924, will be subject to rent.

Consignees of cargo are hereby notified that they must produce an Import permit signed by the Superintendent of Imports & Exports, Hongkong, before Bills of Lading can be countersigned.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

N.Y. CARL BODIKER & CO'S

Handelmaatschappij (Ltd).

Agents Riksmers Linie.

Hongkong, 13th September 1924

NOTICE TO CONSIGNEES.

THE BEN LINE STEAMERS, LIMITED.

From HULL MIDDLESBRO, ANTIWERP, LONDON & STRAITS

The Steamship "BENGLOE"

CONSIGNEES of Cargo are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves, delivery may be obtained.

No claims will be admitted after the goods have left the godowns, and all goods remaining undelivered after the 20th inst. will be subject to rent.

All claims against the steamer must be presented to the Under-signed on or before the 30th inst., or they will not be recognized.

All broken, chafed and damaged goods are to be left in the godowns where they will be examined on the 20th inst. at 10 a.m.

No Fire Insurance has been effected.

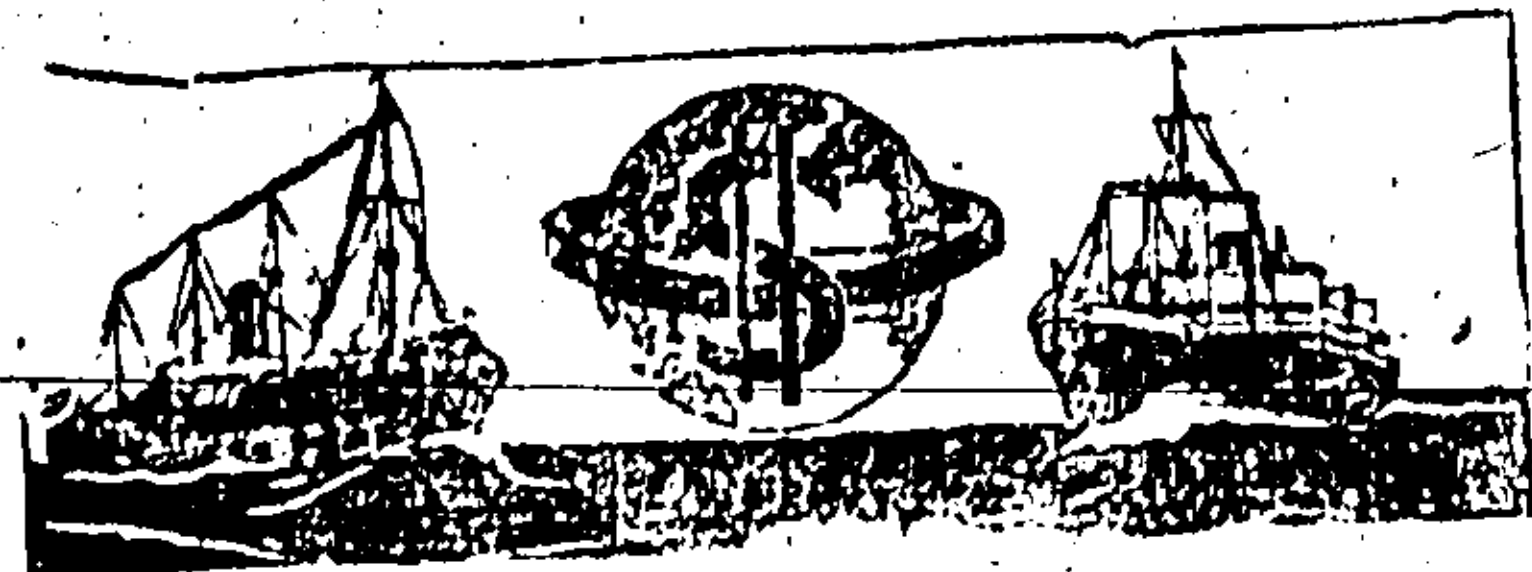
Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., LTD., Agents.

Hongkong, 13th Sept. 1924

NOTICE TO CONSIGNEES.

SERVICES CONTRACTUALS



ROUND THE WORLD

FREIGHT AND PASSENGERS
THE NEW FAST AMERICAN STEAMERS TO
MANILA, SINGAPORE, PENANG, COLOMBO
SUEZ, PORT SAID, ALEXANDRIA, NAPLES
GENOA, MARSEILLES,

BOSTON AND NEW YORK

Thence
HAVANA, PANAMA, LOS ANGELES,
SAN FRANCISCO—
to KOBE, SHANGHAI & HONGKONG
via HONOLULU.

"PRESIDENT BUREN" Sept. 30th
"PRESIDENT HAYES" Oct. 14th
"PRESIDENT ADAMS" Nov. 11th
"PRESIDENT GARFIELD" Nov. 25th
"PRESIDENT POLK" Dec. 9th.

Through Bills of Lading to all United States and
Canadian Overland points & Havana.

For Passage and Freight bookings, apply to

DOLLAR STEAMSHIP LINE.

Hongkong and Shanghai Bank Building, Ground Floor.
Telephone Central 2477, 2478 and 795. No. 4, Des Vaux Road.
CABLE ADDRESS: "DOLLAR."



ADMIRAL ORIENTAL LINE.
FREIGHT AND PASSENGERS

THE NEW FAST AMERICAN
STEAMERS TO
SEATTLE & VICTORIA
SHANGHAI—KOBE—YOKOHAMA.

"PRESIDENT McKINLEY" Sept. 24th
"PRESIDENT JEFFERSON" Oct. 18th
"PRESIDENT GRANT" Oct. 30th
"PRESIDENT MADISON" Nov. 11th
"PRESIDENT McKINLEY" Nov. 23rd.

TO EUROPE

£120—£112—£110

First Class on the Pacific. First Class on American or Canadian Railway. First Class and Monoclass on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through Accommodation and Booking Arranged.

TO MANILA

"PRESIDENT JEFFERSON" Oct. 9th
"PRESIDENT GRANT" Oct. 21st
"PRESIDENT MADISON" Nov. 2nd.

Through Bills of Lading to all United States and Canadian Overland Points; also via Panama Canal Lines to Atlantic Ports. Copies of this paper on file in our Offices SEATTLE, CHICAGO, NEW YORK.

For passage and Freight Booking apply to
MANAGING AGENTS-UNITED STATES SHIPPING BOARD.

ADMIRAL ORIENTAL LINE.

Hongkong and Shanghai Bank Building, Ground Floor.
Telephone Central 2477, 2478 and 795. No. 4, Des Vaux Road.
CABLE ADDRESS: "DOLLAR."

COMPANIA TRASATLANTICA DE BARCELONA

(Spanish Royal Mail Line)
MANILA, SINGAPORE, COLOMBO, SUEZ, PORT SAID,
BARCELONA & OTHER SPANISH PORTS.

C. LOPEZ Y LOPEZ 30th Oct. ISLA DE PANAY 21st Dec.
SHANGHAI, NAGASAKI KOBE & YOKOHAMA.

C. LOPEZ Y LOPEZ 12th Oct. ISLA DE PANAY 3rd Dec.

The steamers of this Company are classed 100' All at Lloyd's and are fitted with every modern convenience for comfort and safety of passengers. Stowage and Docks carried.

For particulars of freight or passage apply—

HOTELHO BROS.

(General) Alexander, Buildings, Hongkong.
C. B. BARNETT, 24 Central Street, S.O. Canton

PACIFIC SHIPPING.

CANADIAN PACIFIC

THE
"EMPRESS OF RUSSIA"

WILL SAIL FROM

HONGKONG

TO

MANILA

5 P.M., WEDNESDAY, SEPT., 17th.

FROM

HONGKONG

TO

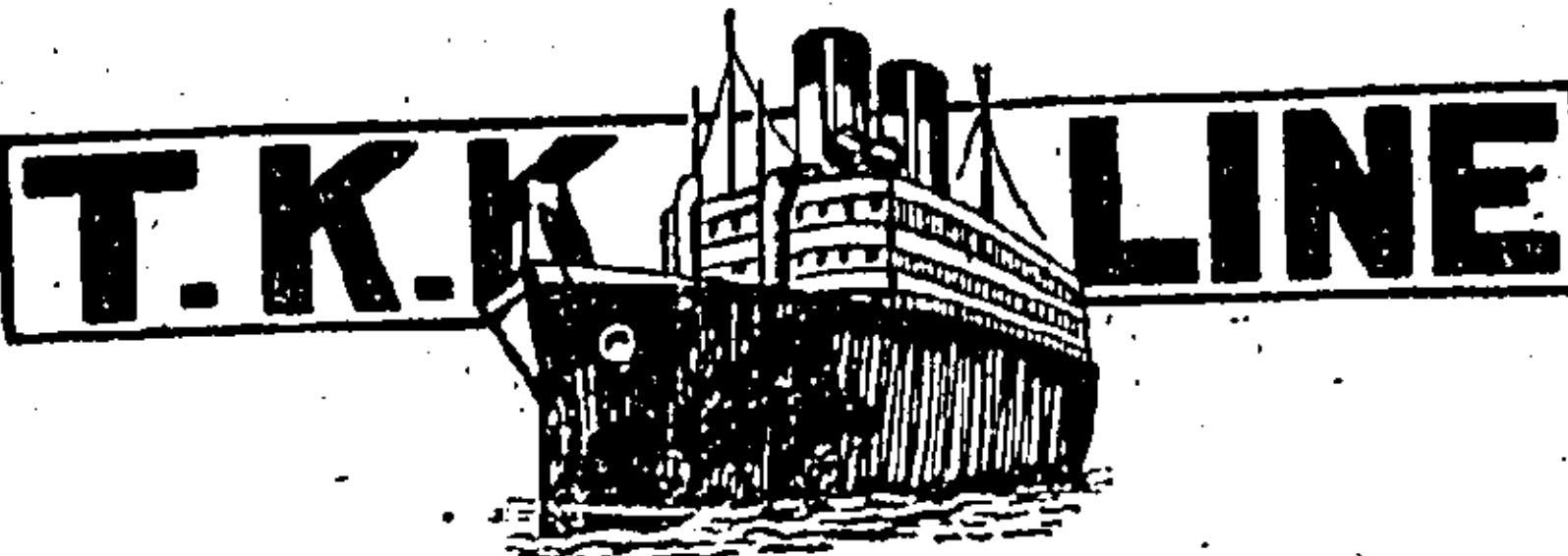
VANCOUVER

NOON, THURSDAY, SEPT., 25th.

via Shanghai, Nagasaki, Kobe & Yokohama.

Passenger Department Tel. C. 752.
Freight and Express Tel. C. 42.

Cables: GACANPAC.
Cables: NAUTILUS.



T.K.K. LINE

HONGKONG—SAN FRANCISCO LINE
via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & HONOLULU.
Connecting at San Francisco with Southern Pacific,
Santa Fe & Western Pacific Railroads.

Sailings from Hongkong

*SIBERIA MARU (Calling at Keelung) Sept. 19th.
TAIYO MARU 22,000 Oct. 1st.
TENYO MARU 22,000 Oct. 15th.
*KOREA MARU 30,000 Oct. 30th.
SHINYO MARU 22,000 Nov. 14th.

*Omit Nagasaki

KOREA MARU and SIBERIA MARU proceed to Los Angeles
from San Francisco with cargo only.

(REDUCED FARE TO EUROPE.)

First Class £129 Cabin Class on Atlantic £112 Second Class £80

SOUTH AMERICAN LINE

The only direct service between Orient and South
America via Japan, Hawaii, San Francisco,
Los Angeles, Mexico, Panama, Peru & Chili.

Sailings from Hongkong

ANYO MARU Oct. 19th.
BOKUYO MARU Dec. 8th.

Y. TSUTSUMI, Manager.

Agents at Canton: King's Building.

Messrs T. E. GRIFFITH LTD. Tel. No. C. 2874 & 2875.

BOSTON, NEW YORK & BALTIMORE.

Joint Service of the

"BLUE FUNNEL LINE"

Ocean S.S. Co., Ltd., & China Mutual S.N. Co., Ltd.)

AND

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S.S. Co., Ltd.)

Sailings from Hongkong.

S.S. PERSEUS via Suez Canal 13th Sept.
S.S. CITY OF YOKOHAMA via Suez Canal 21st Sept.
S.S. TEUCER via Suez Canal 1st Oct.
S.S. EURYLOCHUS via Suez Canal 11th Oct.
S.S. CITY OF RANGOON via Suez Canal 21st Oct.

* Boston & New York only.

Steamers proceed via Suez Canal or Panama Canal at
Owners option Subject to change without notice.

For Freight and particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LD. HONGKONG.
HONGKONG & CANTON: HOLYOAK, MASSEY & Co., Ltd., CANTON

STRUTHERS & BARRY.

OPERATING U.S. GOVERNMENT SHIPS.
EXPRESS FREIGHT SERVICE

For San Francisco & Los Angeles from Hongkong by Direct Route.
U.S.S.B. "West Prospect" Due Hongkong 25th Sept.
Leaves Hongkong 29th Sept.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO
WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH
BILLS OF LADING ISSUED TO U.S. & CANADIAN OVERLAND POINTS

To Manila, Cebu and Zamboanga.

U.S.S.B. "West Carmona" Due Hongkong 23rd Sept.
Leaves Hongkong 25th Sept.

To Manila, Singapore, Zamboanga & Cebu.

U.S.S.B. "West Cajoot" Due Hongkong 15th Oct.
Leaves Hongkong 16th Oct.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED
For Full Information apply to—

STRUTHERS & BARRY.

L. EVERETT, 1st Floor Queen's Building.
General Agent for Phone Central No. 3008.

Japan-China-Philippines. G. F. BRADFORD, Rep. Agent
Indo-China-Strait & Java

PACIFIC SHIPPING.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND
PASSENGER SERVICES

LONDON SERVICE

(Direct.)

BUMABUS 22nd Sept. London, Hull, Rotterdam, & Hamburg
AUTOLYCUS 6th Oct. Marseilles, London, Rotterdam & Hamburg
HELENUS 13th Oct. London, Rotterdam & Hamburg
PATROCLUS 21st Oct. Marseilles, London, Rotterdam & Hamburg

LIVERPOOL SERVICE

(Direct or via Continental Ports)

ANTIOCHUS 18th Sept. Genoa, Marseilles, Liverpool & Glasgow
KT. TEMPLAR 1st Oct. Marseilles, Havre, Liverpool & Glasgow
TYDEUS 20th Oct. Genoa, Marseilles, Liverpool & Glasgow

PACIFIC SERVICE

(via Kobe and Yokohama)

ACHILLES 20th Sept. Victoria, Seattle & Vancouver

PHILOCTETES 14th Oct. Victoria, Seattle & Vancouver

NEW YORK SERVICE

(via Suez or Panama)

PERSEUS 13th Sept. Boston, New York, Baltimore via Suez
TEUCER 1st Oct. Boston, New York, Baltimore via Suez
EURYLOCHUS 11th Oct. Boston, New York, Baltimore via Suez

PASSENGER SERVICE

PATROCLUS 17th Sept. for Shanghai
PATROCLUS 21st Oct. for Singapore, Marseilles & London
MENTOR 17th Nov. for Singapore, Marseilles & London
HECTOR 16th Dec. for Singapore, Marseilles & London
TEIRESIAS 29th Dec. for Singapore, Marseilles & London
SARPEDON 27th Jan. for Singapore, Marseilles & London

Also cargo steamers with limited passenger accom-
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NEW YORK and or BOSTON
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For freight, space and particulars apply to

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AGENTS

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Telephone Central 2477 & 2478.

MORE VIVISECTION.

Experiments Increased by 36,920.

Last year 134,783 experiments were performed on living animals says a Parliamentary return just issued. This is 36,920 more than during the previous year.

The report also records an increase in the number of irregularities. They include a holder of a "B" certificate who divided nerves in rabbits, and three experimenters who exceeded their authority by obtaining blood from rats by cutting off the tips of their tails under anaesthetics.

Another person, after injecting insulin into rabbits, withdrew small quantities of blood for ex-

amination, a procedure not covered by his certificate.

None of the irregularities, adds the report, was of a serious nature. All were committed unwittingly, and it was considered sufficient to send letters of admonition.

DEATH OF NOVELIST'S DAUGHTER.

Mr. Ingleby Oddie, held at Westminster last month an inquiry concerning the death of Olive Garvie (38), daughter of the late Mr. Charles Garvie, the well known novelist. Miss Garvie fell from a window at the Naval and Military Hotel, South Kensington, and died in St. George's Hospital six weeks later.

CONSIGNEES.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.

Consignees per Company's
Steamer "PATROCLUS"

are hereby notified that the Cargo will be discharged into Holt's Wharf Kowloon, where it will lie at Consignee's risk and subject to terms and conditions of storage at Holt's wharf. The Cargo will be ready for delivery from Godown on and after 16th. September.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 22nd. September, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 6th. October, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE

Agents.

16th. September, 1924.

Easy! Quick!
"Gets-It"
for Corns

Everybody, everywhere needs to know what
millions of folk have already learned about

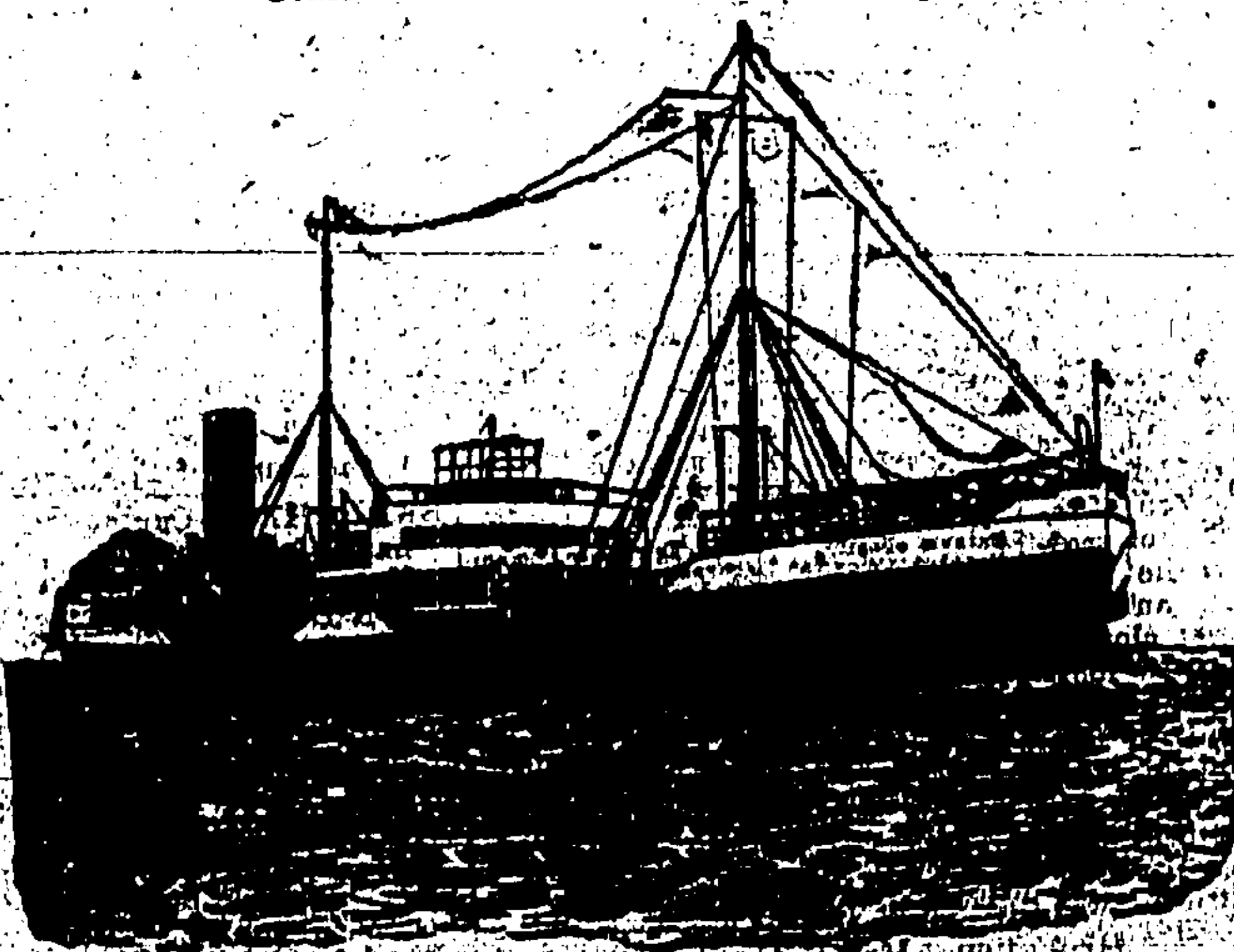


"Gets-It" the guaranteed painless corn and
callous remover. Any corn, no matter how
deep rooted, disappears quickly when "Gets-It"
is applied. Wonderful results, yet simply and
safely, because all corns arise with the foot
pressure. On ridges of corns, corns and warts
which are all alike, but a "Gets-It" is added in use by
all chemists

LACTOGEN
FOR YOUR
BABY

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG.
Codes Used: A1, A.B.C. Fifth Edition; Engineering: First and Second Editions;
Western Union and Watkins, Benson's, Marconi.
Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and
Brass Founders, Forge Masters, Electricians.



OIL TANK STEAMER "PALODINA"

412' 0" x 65' 10" x 31' 0" x 2,400 tons S.W. 12,100 H.P.

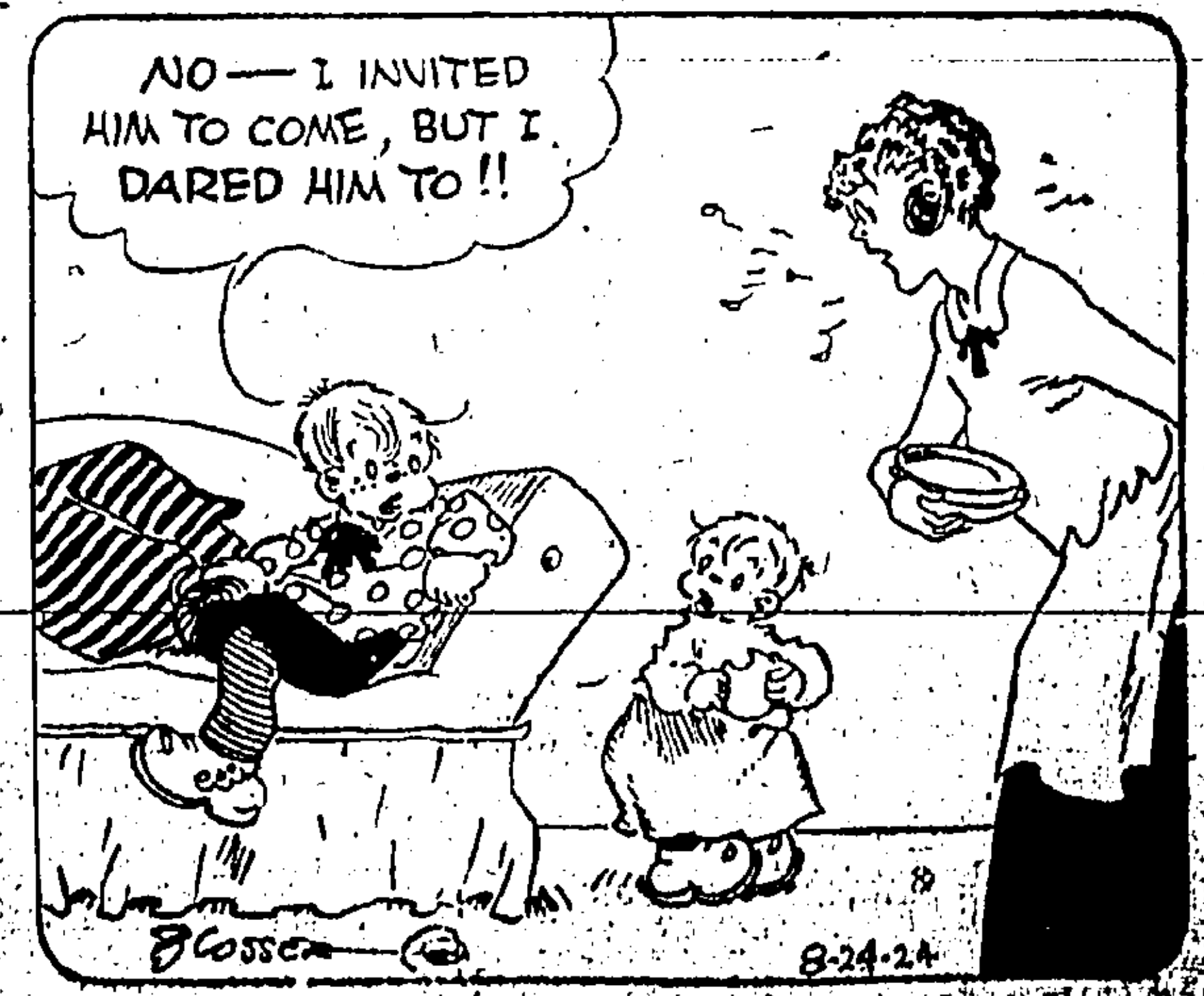
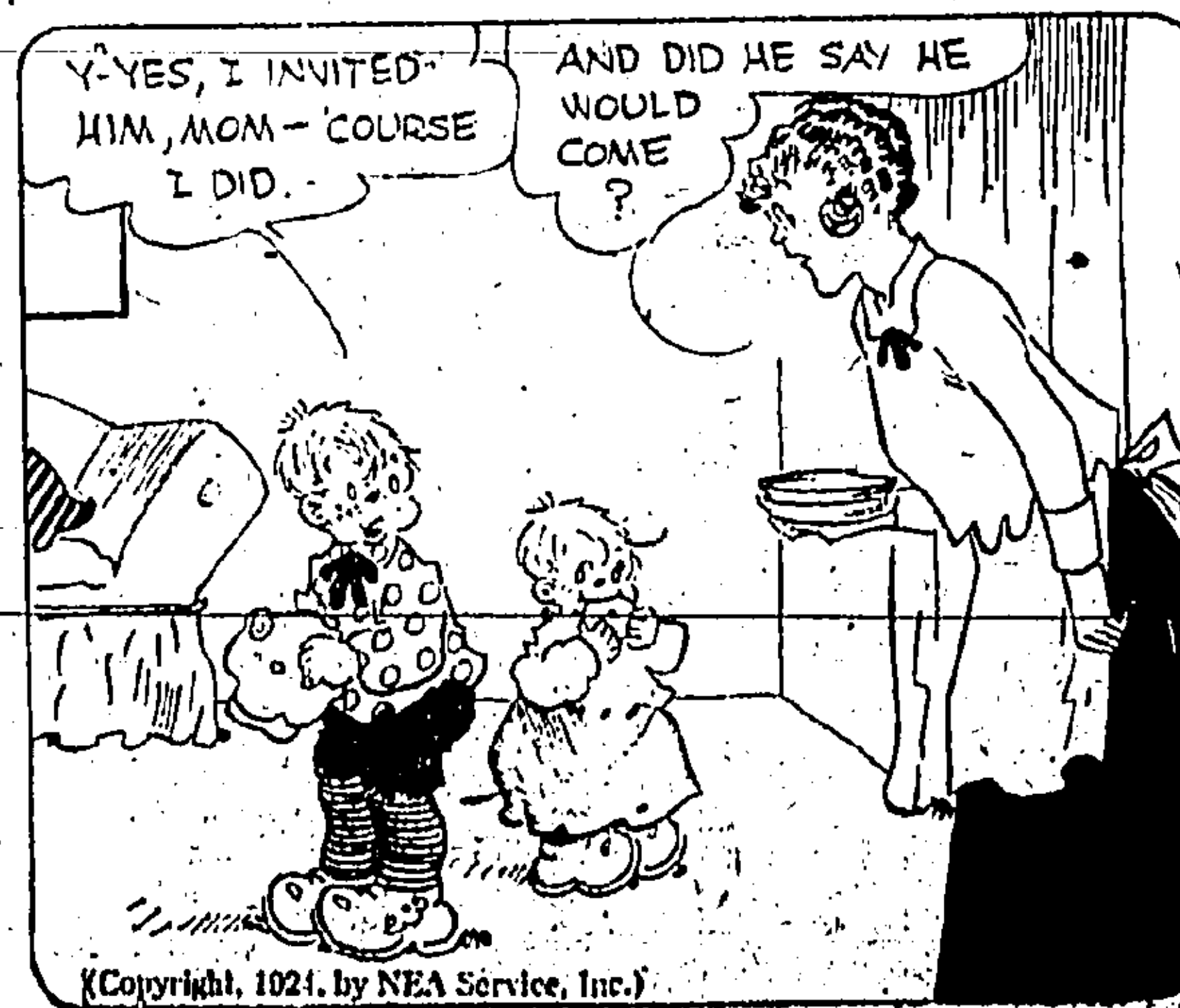
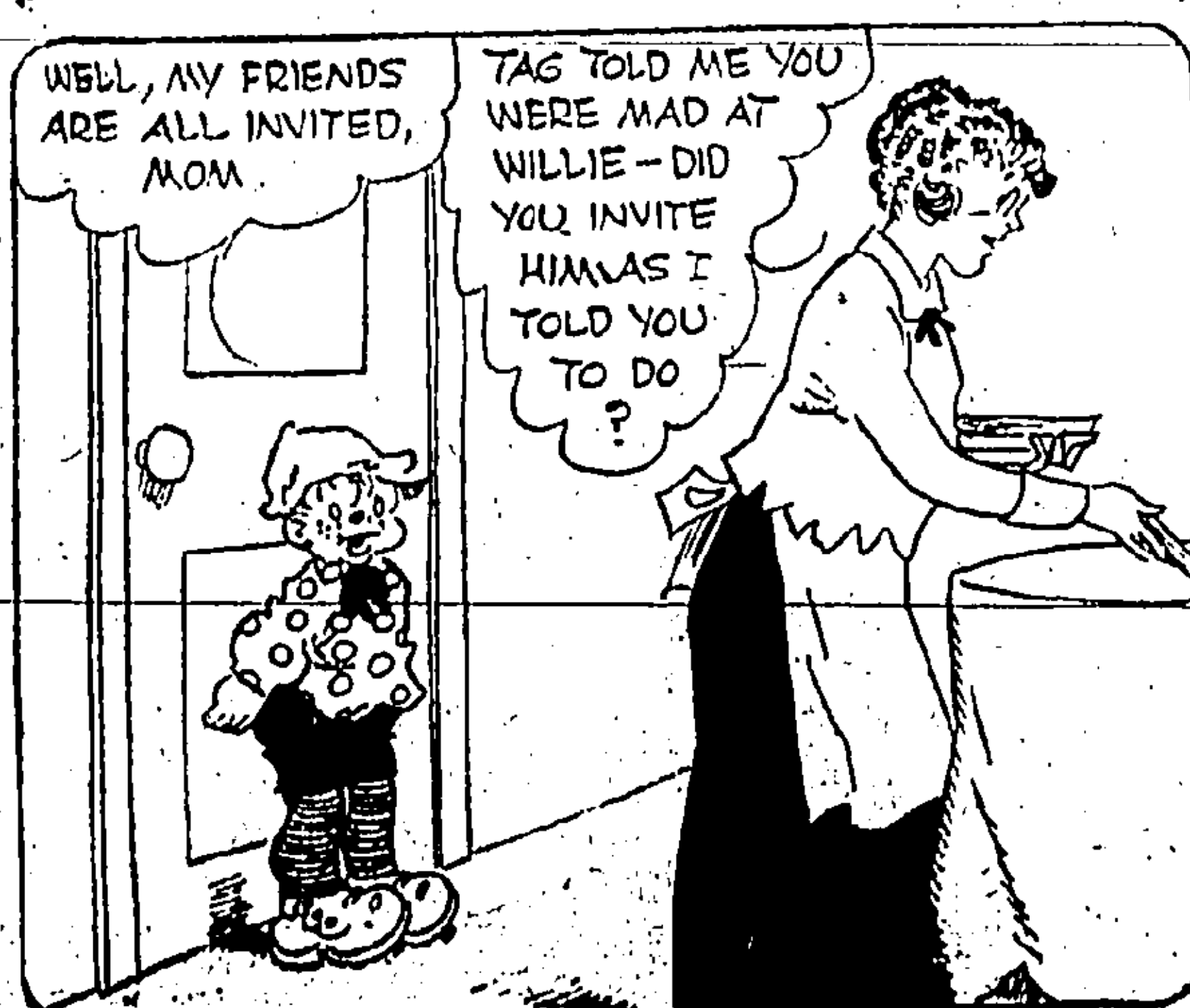
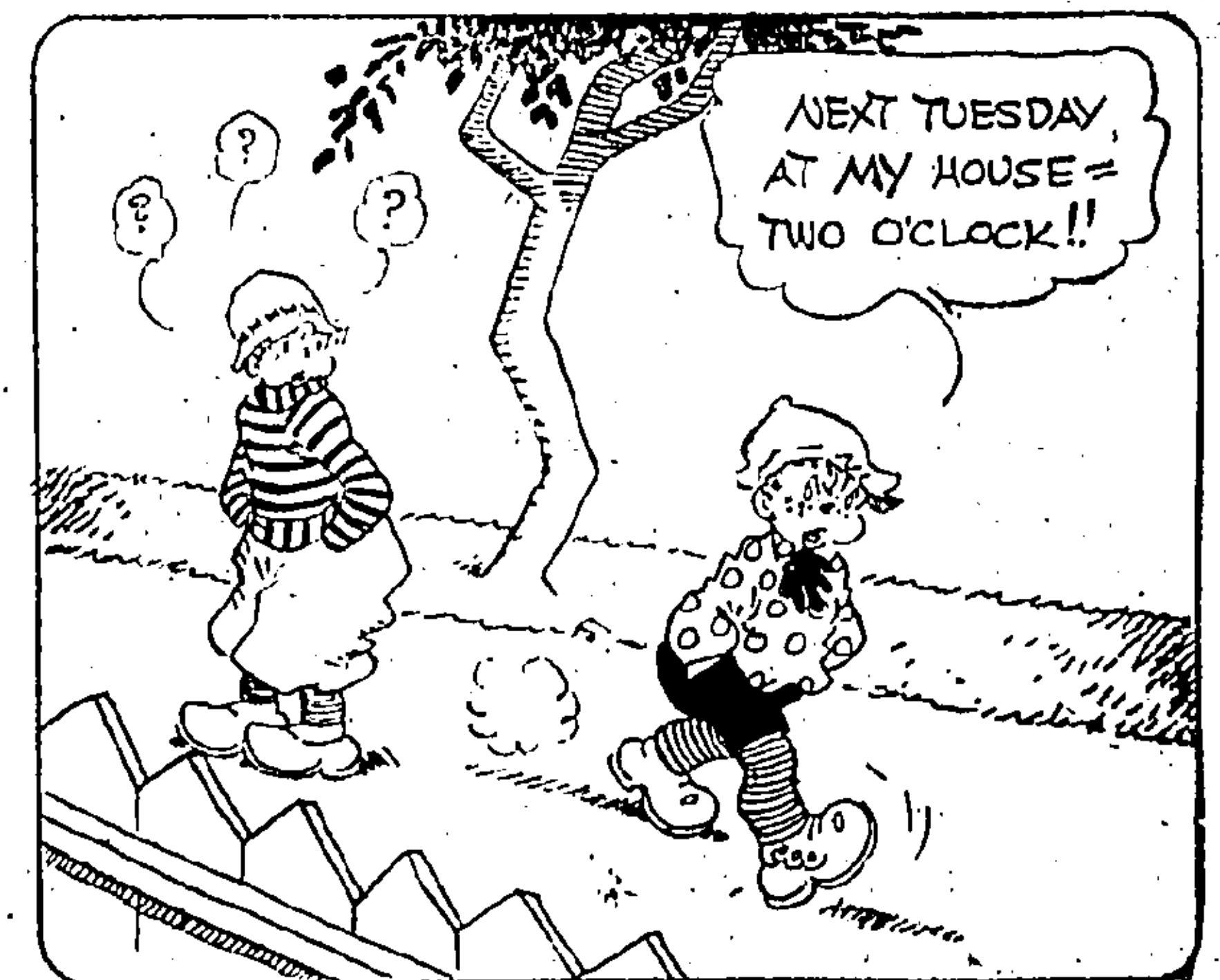
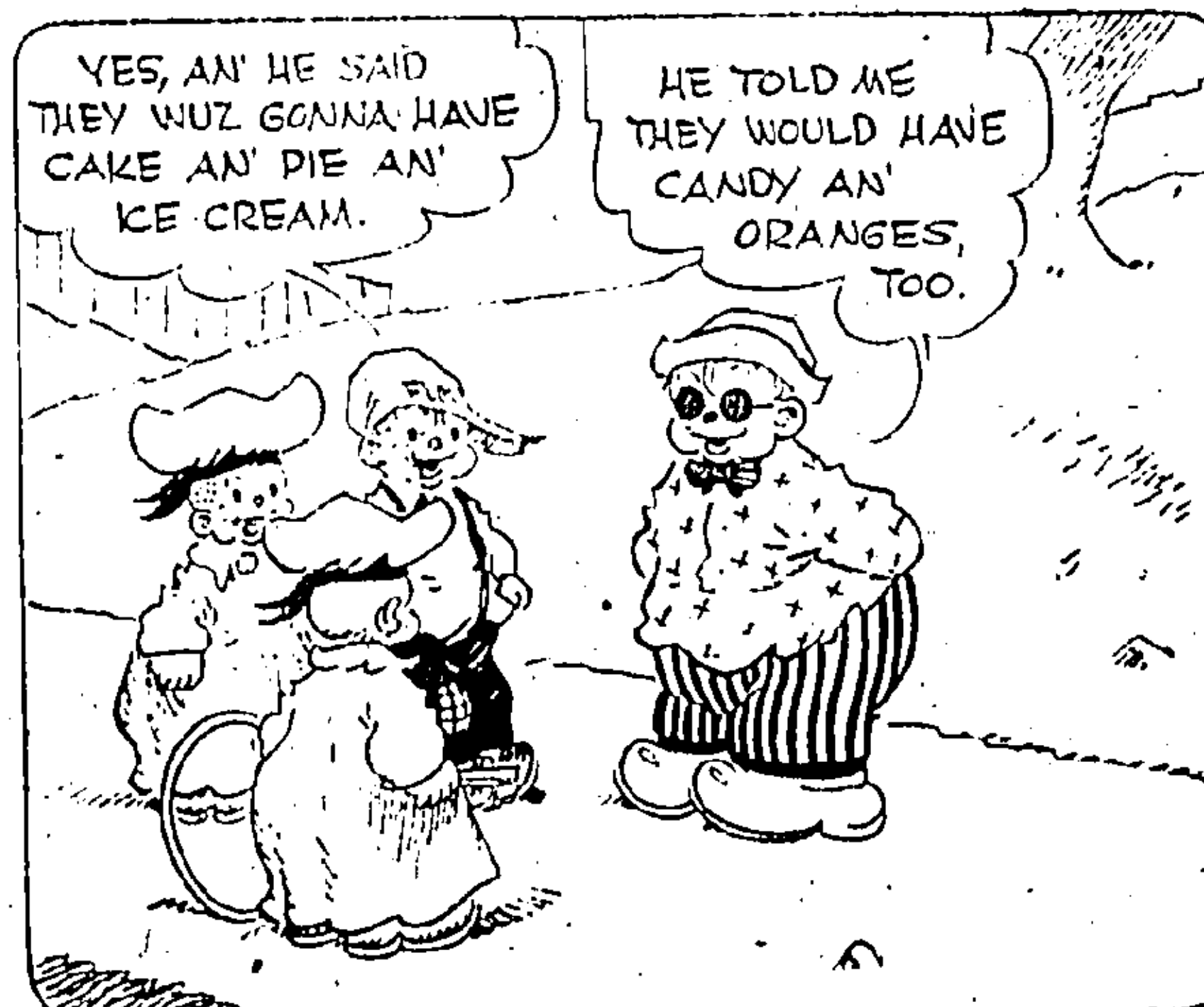
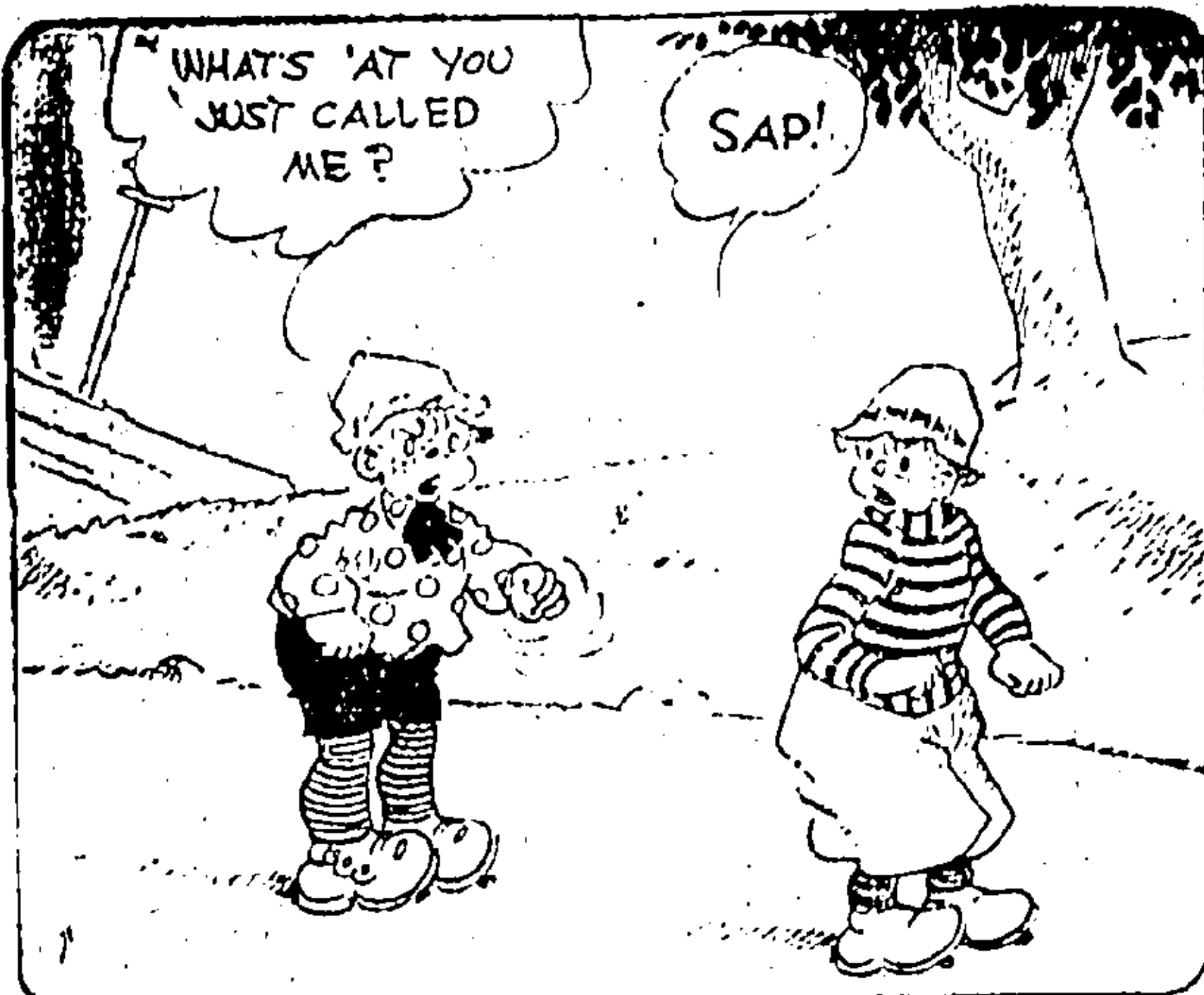
Built by the THE HONGKONG & WHAMPOA DOCK CO., LTD., at KOWLOON DOCK
the order of THE ANGLO-SAXON PETROLEUM CO., LTD., being one of four similar
vessels built at these WORKS to the same order.

Please address enquiries to the Chief Manager

R. M. DYER, B. SC., M.I.N.A., Kowloon Dock, Hongkong.

HONGKONG STORM SIGNAL CODE (Local)
Revised on 1st June, 1920

Stock Exchange.		Banks.		Sharebrokers' Association.		
H.K. & S. Bank (London)	s.	1200	sa.	1200	n.	1200
Chartered Bank	b.		£20	b.		£20
Maritime Banks A & B	b.		£281½	b.		£299½
Maritime Banks C	b.		£124½			
P. & O. Bank	n.		£11	n.		£11
Bank of E. Asia	b.	ex div.	96	s.		98
Marine Insurance.						
Canton	b.		720	b.		720
China Underwriters	b.		134	b.		1.80
North China	n.		\$140	n.		140
Union	b.		237	b.	237 s.	240
Yangtze	b.		29¼	b.		30
Fire Insurances.						
China Fires	b.		180	b.		180
H.K. Fires	b.		600	b.		600
Shipping.						
Douglases	b.		62	s.		63
H.K. Steamboats	s.		44	b.		41½
T.K. Tugs.	s.		3½	n.		3¾
Indos (Prof.)	n.		38			
Indos Def. Lon/Reg.	b.		110	n.		38
Indos Def. H.K. Reg.	b.		110	n.		110
Shells	n.		80½	s.		78½
Ferries	b.	101 sa.	103	b.		101
Water-boats	n.		16¼	n.		16¼
Refineries.						
China Sugars	n.		410	n.		415
Malabon	s.		44	s.		46
Mining.						
Benguet Consol.	n.		P. 3¼			
Kallian	b.		70½	b.		71½
Langkats Combined	n. x.	Rts.	18	s.		17½
Raub	s.		5	n.		4.80
Tronohs	b.		44½	b.		44½
Ural Caspians	s.		10½			
Exploration New Issue	n.		3½			
Docks Wharves, Godowns &c.						
H.K. Wharves	n.		213½	sa.		214
C. Docks	b.		176	sa.		176
Hongkew Wharves	b.		194½			
New Engineerings	n.		6	n.		6.80
Shanghai Docks	s.	91 sa.	90	s.		90½
Lands, Hotels & Buildings.						
H.K. Hotels (cum rts.)	b.		23	n.		22½
Do. (New) Prem.	s.		2½	n.		22
H.K. Developments	n.		1.10	b.		1.10
H.K. Lands	b.		117½	b. 118 sa.		117¾
H.K. Realty	b.		2.15	b.		2
H.K. Territories	n.		1¾	s.		1.80
Humphreys Estate	s.		23¾	s.		23¾
Princes' Bldg.	b.		150	n.		150
Cotton Mills.						
Ewo Cottons	b.	9½ s.	10¼	sa.		10
Orientalis	n.		3½	n.		3.30
Shanghai Cottons Old	n.		50	n.		50
Shanghai Cottons New	n.		25	n.		25
Miscellaneous.						
Canton loss	b.		8	s.		8¼
Cement (cum rts.)	s.		19	s.		18½
Do. (New) Prem	b.		5	b.		5½
Cement (Combined)	n.		22½	b.		23¾
Ropes (Combined)	b.		63	sa.		62½/63
China Light	Old b.	20 sa.	20¾	b.		20
Do. New	b.	13 sa.	13½	b.		13
China Providents	Old b.		10¾	b.		16¼
Do. New	n.		5½	s.		5¼
Constructions	n.		5¼	s.		6
Dairy Farms	n.		27¾	n.		27
Der A Wing (f.p.)	n.		10	n.		10
Do. (p.p.)	n.		2½	n.		2½
Electric H.K.	Old b.	43½ s. 44 sa.	43½	b. 43½ s.		43¾
Electric Macao	n.		38			
Hongkong Ropes	Old n.		20	n.		20
H.K. Ropes (New) Prem.	n.		7	n.		7
Hongkong Tramways	s.	43½ sa.	43½	s.		43
Lane Crawfords	b.		18¼	b.		18¼
MacIntosh	n.		22½			
Peak Tram	Old b.	sa.	21	b.		21
Peak Tram	New b.		4½	n.		4½
Sinceres	b.		13½	b.		13.60
Taxis	n.		4½	n.		4.10
Watsons	b.		26	b.		26.40
Wm. Powells	s.		15			
Nanyang Tob.				s.		15
China Buses	n.		\$10¼			
Hongkong, September 17, 1923.						



ONE OF THE WORLD'S GREATEST SALESDROOMS

The salesroom of the New York Branch of the Buick Motor Company at 55th Street and Broadway, New York, sells and delivers more cars and more dollars worth of automobiles than any other salesroom in the world. And its sales are increasing all the time.

This Buick Branch delivered, during 1923, 24,565 new Buicks, representing a cash value of \$39,591,918. In 1924, it is expected that about 30,000 cars will be delivered, a business of over \$50,000,000. Few if any of the great New York department stores will do as great a volume of business.

From August 1, 1923 to May 16, 1924, deliveries of this Branch amounted to 20,139 Buicks as compared with 16,295 deliveries for the same period the preceding year. This represents an increase of 3,844 cars, or a 23-1/2% gain. Sales of this Branch for the first two weeks of May 1924, were 1,231 Buicks as compared with 945 sold in the same period last year. This is an increase of over 30%. It is no wonder that a record breaking volume of business is expected for the new season.

Because the value of Buick output has each year been greater than that of any other exhibitor, Buick has held first place in every National Automobile Show in the United States during the last six years. In 1923, Buick sold 218,516 motor cars, representing a value of \$302,752,950 not including war tax or freight. In the New York district alone 12-5/10% of the 88,026 new cars sold in 1923 were Buicks.

SOLE AGENTS:

HONGKONG & KOWLOON TAXICAB CO., LTD.

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Chesterfield's rich aroma and smooth, mellow goodness are the direct result of using only the best grades of Turkish and American tobaccos. There is no other cigarette that contains such fine tobaccos or tastes so good.

Chesterfield

CIGARETTES

They Satisfy—millions!

LICHTY & MYER'S TOBACCO CO.

Preserve and Decorate the the Woodwork
of Your House

with

TIMBORITE

WOOD PRESERVATIVE AND STAIN
COMBINED

in

Three Shades of Brown

and

Three Shades of Green

STOPS Dry Rot, Decay and
Destruction by White Ants

Tint Cards and Information from

Wilkinson, Heywood & Clark

Alexandra Buildings.

Telephone Central 768.

DRUGS BY AEROPLANE.

Letter Starts Hunt Among Rum
Fleet.

A Glasgow lad's letter to his parents, intercepted by the prohibition enforcement officials at New York, may lead to the seizure of the British rum-running schooner Rask, now lying in "Rum Row," just outside the 12-mile limit, as a first test of the recently ratified Anglo-American Treaty, says a recent message.

A paragraph in Robert Wyllie's letter (addressed to his parents at Glasgow) read as follows:—

"Well parents, this is a very exciting life out here. There are two boatloads of Chinese, Italians, Greeks, and so forth, all waiting to be smuggled into the States.

"There are, also, a couple of steamers loaded with heroin, morphine and cocaine, all of which is being smuggled in every day.

"We have a seaplane, which comes out every day and takes 19 cases on each trip. It makes an average of six trips a day."

RADIO NOTES AND NEWS.

Single Tube Reflex Receiver.

After a crystal set comes the use of a single tube.

But fans nowadays ought not to jump to any kind of single tube set, discarding their crystal altogether. For there are circuits now that make the best of the single tube and combine the advantages of the crystal with it.

Such is the reflex circuit. By reflex is meant the double use of a tube in radio and audio frequency. It gives the most one can get out of a tube.

That single tube is both radio and audio amplifier, while the crystal acts as detector.

The circuit here shown is a simple hookup based on this idea. It combines the idea of regeneration with the latest in reflex.

The parts for the hookup are:

One 75-turn honeycomb coil, L1.

One 50-turn honeycomb coil, L2.

One .0005 mfd variable condenser, C1.

One .00025 mfd variable condenser, C2.

One crystal detector, D.

One rheostat, R.

One audio frequency transformer, about 4 to 1 ratio.

Bus wire, etc., for connections.

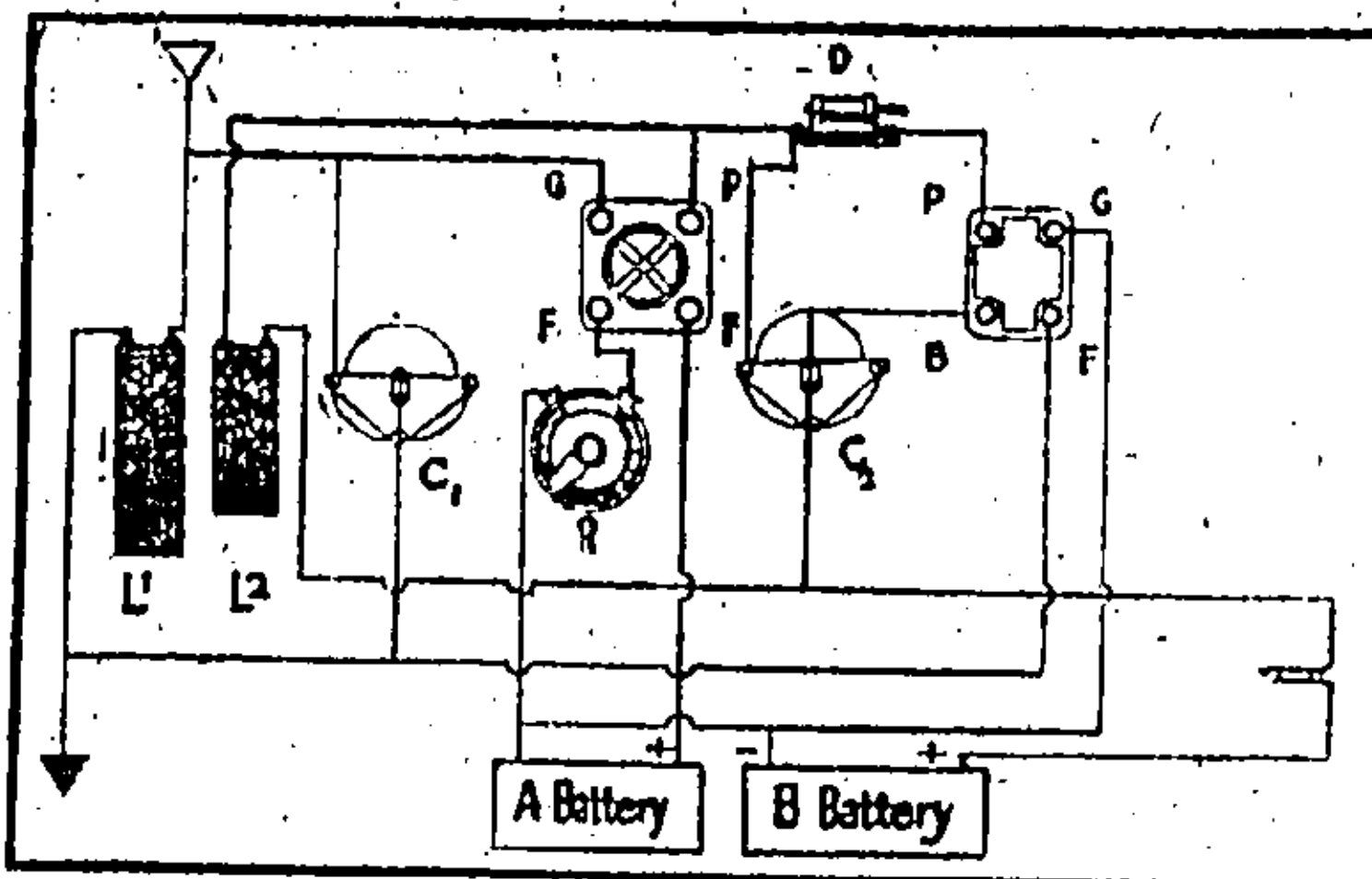
Coil L2 is practically part of the radio frequency transformer, coupled inductively with the antenna inductance, L1, affording regeneration.

time in the children's hour about six o'clock in the evening.

There will be no difficulty at all, I was told by the British Broadcasting Co. (writes a representative of the *Observer*), about broadcasting such creatures as the hyaena, jackass, sea-lions, and parrots. Throw the sea-lions a fish, or oven show them one, and they will roar finely. Clatter a bone in the cages of the hyaena and the jackass and they, too, will do their best for the listeners.

The curious thing about the hyaena is that he will laugh better when he is hungry than when he is full. It is probably his delight in anticipating the pleasures to come. The parrots, too, will screech at any time, they will give no trouble at all. A microphone on a perambulator, like one of those tea wagons one sees at railway stations, will be wheeled round from cage to cage and the various sounds transmitted to another part of the Zoo and thence to the company's headquarters on Savoy Hill.

With the lion some little difficulty is foreseen. When he roars it is usually from ennui, or because his dinner hour is so long in coming. By six o'clock in the evening the last meal of the day will be finished, and his contented



HOOKUP DIAGRAM OF SINGLE TUBE REFLEX RECEIVER.

The condensers, C1 and C2, are 23-plate and 11-plate, respectively.

The tube for this circuit should be a UV-201-A, or a C-301-A, while the rheostat controlling the filament current should be about 15-ohm resistance.

There are practically two controls on this set, although the honeycomb coils should be mounted on hinged posts so as to produce best and clearest results.

Distance to any considerable degree should not be expected on any single tube reflex set. These actually are amplifiers for a detector hookup, providing for radio and audifrequency amplification. The set will bring in stations farther away than those obtainable with a crystal alone, but too much should not be expected.

BROADCASTING PROBLEM.

How to make a Lion Roar?
An attempt to broadcast the Zoo is to be made in a few weeks.

Majesty will see no reason for roaring. There is a legend that the sight of a black man will make a lion roar. The B.B.C., however, are not sure about it but they may try the experiment with a black man if they can get one.

There may be other creatures in the programme, but we do not know yet. An experiment, it may be recalled, was made some time ago with an elephant, only in that case instead of the elephant broadcasting to the B.B.C., the B.B.C. broadcast to the elephant. A mahout went to Savoy Hill and gave his orders, "Kneel down," "Stand up," "Pick up a penny," but the elephant was engaged at the time with a sack of potatoes. He just whacked his tail and rocked his ears, and as he failed to attend to the first order he could not obey the second and as to picking up a penny when there were so many potatoes lying about he thought it unnecessary.

LISTENED IN WHILE DADDY FLEW.



Mrs. MacLaren, wife of the leader of the unsuccessful British round-the-world fliers, and their two children, listened in to the radio at their home in St. John's Wood, London, while the progress of the air navigators was being reported.



THE FOOD OF KINGS FOR YOUR BABY.

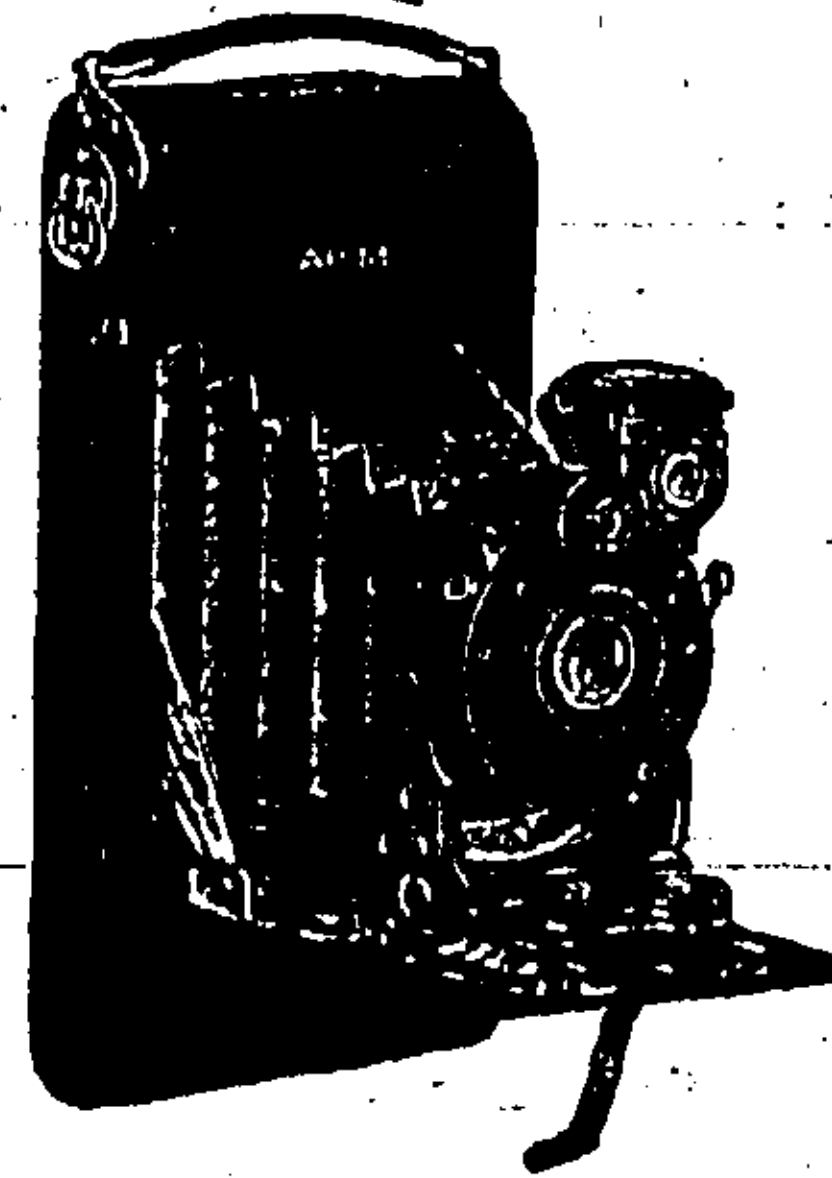
Kings and Rulers command the best the World can give, and Royal children have the best medical advice, the best nurses, the best food obtainable.

Glaxo is privileged to display the Royal Arms of Italy and Spain because the infant sons of the Kings of Italy and Spain were brought up on Glaxo.

Your Baby is a king to you, and demands as his Royal right the best that you can give him. Glaxo—the food of Kings—is, therefore the food King Baby must have, so that he may grow up a pride to his Mother's heart.

Glaxo

BUILDS BONNIE BABIES.



A.P.M.

British Made Cameras

Just Arrived

from Vest pockets size
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Prices from

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THE HUMAN ZOO.

By G. D. Balchior.



Goodman's view of a man looking for money in a zoo.



Flannel Suits

A special purchase of West of England Flannel enables us to make you a Suit for ... \$55.00

The fine texture of this Flannel, which we have in useful shades of plain Grey or Grey with stripes, will be appreciated by discerning men.

We will make your Suit under the guarantee to render you complete satisfaction in every detail.

May we send you a selection of patterns?

Mackintosh

— & CO., LTD.
MEN'S WEAR SPECIALISTS,
Alexandra Building, Des Vaux Road.

G. FALCONER & CO. (HONGKONG) LTD.
UNION BUILDING (OPPOSITE G.P.O.)

**WATCH & CHRONOMETER MAKERS, JEWELLERS
DIAMOND MERCHANTS.**

A fine selection of English Jewellery Sterling Silver
Ware Watches and Clocks always on hand.

Agents for:—

British Admiralty Charts	Heath Sextants, Night Glasses etc.
Kelvin Navigational Instruments	Stanley Drawing instruments
Ross London Telescopes & Binoculars	Watts Theodolites, Levels etc.

We invite the Public to call and inspect our
varied stock, and compare prices.

Over half a century's reputation throughout the
East as the House of Quality.

Established - - - - - 1855

REPULSE BAY HOTEL.

THE
EUROPEAN DANCE ORCHESTRA
FROM
THE ASTOR HOUSE HOTEL,
SHANGHAI

under the direction of

Mr. Whitey Smith

will be

in attendance at the Dinner Dance
TO-NIGHT (Wednesday).

THE HONGKONG & SHANGHAI HOTELS, LTD.

**NOTICE TO THOSE WHOSE MARRIAGE WILL
SHORTLY TAKE PLACE.**

Pictorial records of weddings are highly desirable.
Call at the MING YUEN STUDIO (Battery Path) and inspect
specimen groups.
Upon receipt of instructions will send expert photographer
to any ceremony or function.

(Official Photographers to the Hongkong Telegraph)

LES ELEGANCES de PARIS

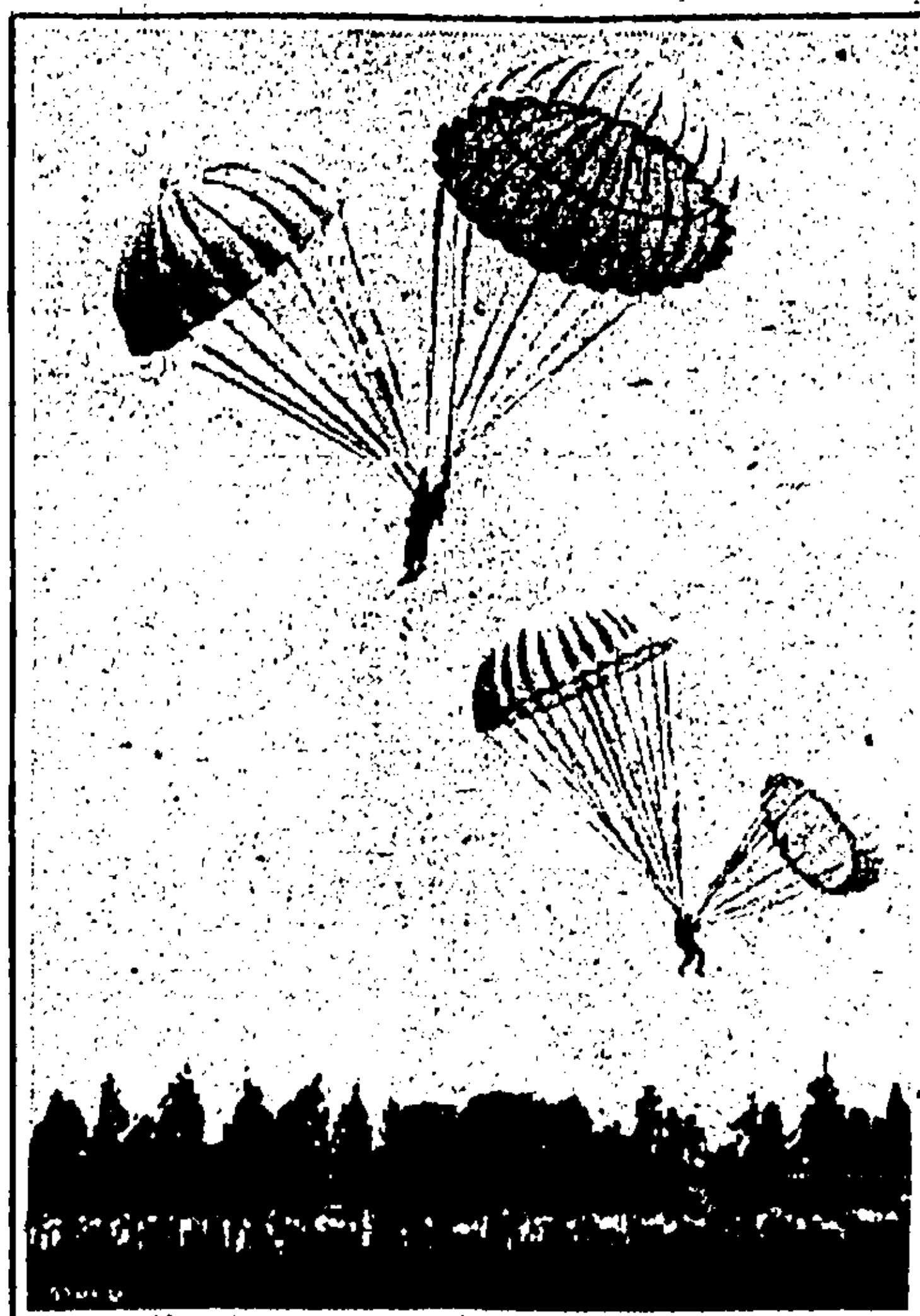
8, Queen's Road Central. Tel. C. 388.

Just arrived from the most
FAMOUS PARIS SALONS
A large consignment of
TRIMMED HATS

at moderate prices.

Inspection cordially invited.

CAMERA NEWS



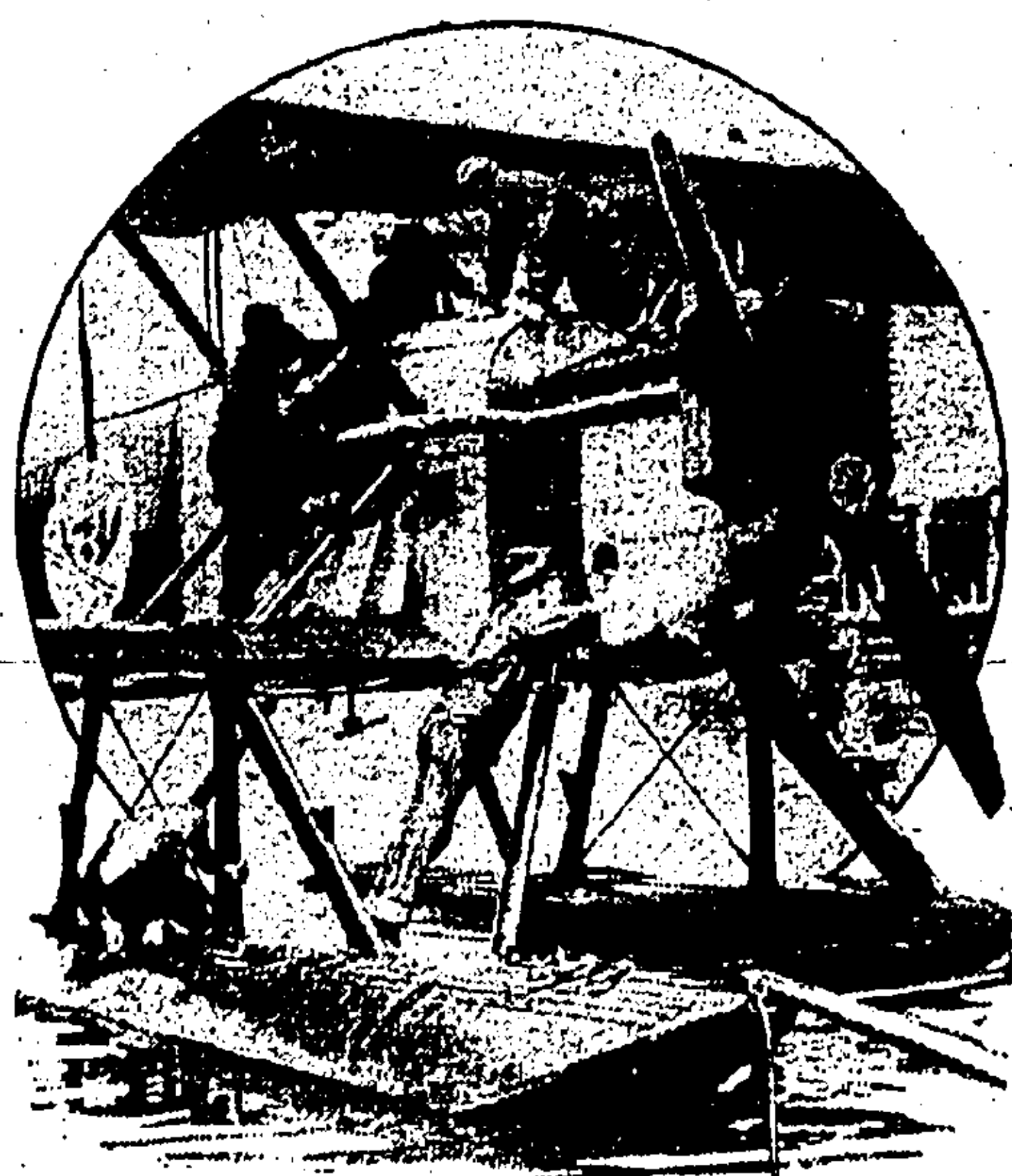
AERIAL STUNTS.—Many new aerial stunts were performed at the recent "Governors' Day" at New Jersey. Probably the most unusual spectacle afforded the spectators was the race of L. H. Ford, of Lakelhurst, and Sergeant Dan Smith, of Mitchell Field. As the accompanying photo shows, they simultaneously leaped from aeroplanes 1500 feet above, each using two parachutes. Thus they raced to the ground, each landing at the same time.



RISKY.—Georgé Asperin, 14-year-old youth of Larchmont, makes his bob-sled work in summer and winter. He uses a parasol as a balance power whilst using it on the water, as seen above.



AT SCOUT JAMBOREE.—Dressed in the comfortable shorts of the British Scouts, the Prince of Wales with Sir Robert Baden-Powell, chief scout, reviews the Boy Scouts at the annual Scout Jamboree in London.



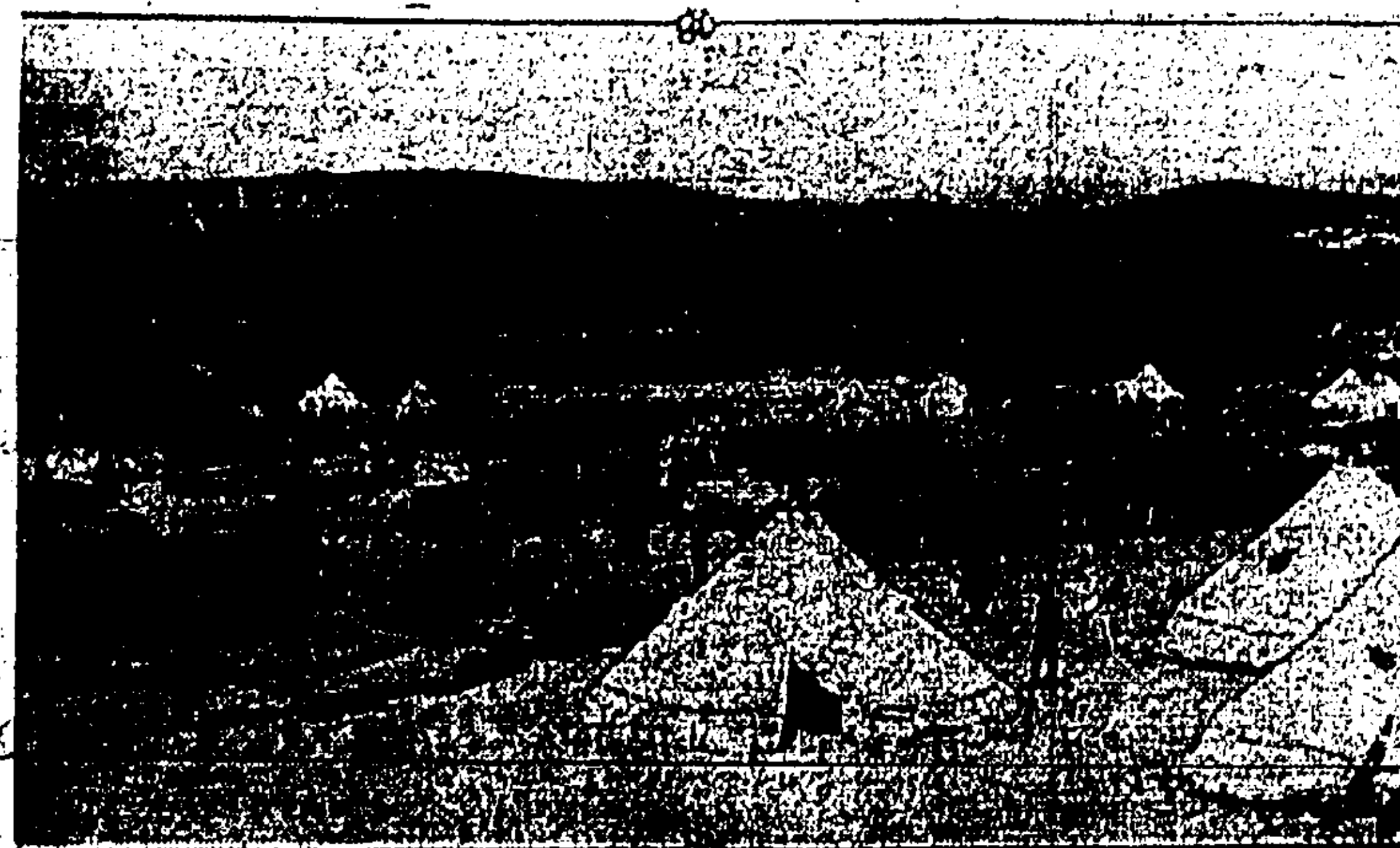
SPARE MACHINE.—Here is Boston II, the new aeroplane rushed to Lieutenant Leigh Wade, of the American world fliers whose machine was damaged.



WOMAN WINS.—Mrs. Rona Elrod of Chicago has won her fight for a seat in the Illinois House of Representatives. Election judges counted her out in the primaries. She demanded a recount and got it. It showed her winner.



POLO PLAYER.—Here is Major G. H. Phipps-Hornby, who is to play in the next polo test match in the United States.



MOROCCO TROUBLE.—The Spaniards and the Riffs are still fighting in Morocco. Here the Spanish commander, General Primo de Rivera, and his men are seen arriving at the village of Xauen, preparatory to launching a new offensive against the enemy.



MORE TORNADO DAMAGE.—Roofs and cornices were torn from buildings, windows were broken and sign boards and awnings were ripped from the fastenings when a tornado swept through St. Charles, causing heavy damage. The above picture shows the main street of St. Charles after the storm had passed.

TWO-MINUTE TALKS

A Daily Topic
By ROBERT POWER

BEHIND THE SCENES.

When the play is in progress it is one thing to view it from the front of the stage and another to see it from the back. Behind the scenes means a revelation of much that is hidden from the audience.

There are some wonderful plays. Seen from before the effects in spectacular footlights it all seems imposing and real. But take a walk round the other side and there you have laid bare the mystery. You see how it is done, understand perfectly how illusions are produced, and realise that, after all, art is often reinforced by mechanics.

When you get behind the scenes in life, what revelations there are! Some impressive; some overwhelming in the astonishment created; some depressing by reason of the tragedy laid bare. I have been deeply interested to accidentally learn of the humble beginning and drab environment of a great man whose name perhaps is a household word. Just as much I have been amazed to find the unhappiness and wretchedness of the surrounding men and women counted among the fortunate in life, but who have the hidden cupboard in which the skeleton of scandal rattles its grisly bones. There are others seen often before the footlights, glittering with deceitful prosperity, but a glimpse behind the scenes of their affairs shows a daily apprehension of impending ruin.

But I am thinking, too, in a more personal sense, of the Behind the Scenes view of my own life. In so doing I can point the lesson for others. Before the footlights are those who see us as we come and go in the everyday business of our existence. Some, near to us by human ties, may be said to be sitting close in the family boxes and the favoured stalls. They have a closer view than the audience in more remote seats but after all even they cannot see behind the scenes. They must judge the outward appearance, listen to the spoken word, draw the general conclusion. They draw their impressions from a front view.

Let me write with reverence, God sees Behind the Scenes in every life. Whatever we are—He knows. In that clear view of the illusion of deceit and the spectacular effects created by glittering talents will not avail. The motives, the hidden springs, the powerful impulses, all lie as visible as the mechanical contrivances at the rear of the stage. Behind the scenes Reality is found.

How the pomp and circumstance of human life dies away when the deceitful glow of the "front of the house" is deserted for Behind the Scenes! But it is good to get away from the partial and deceitful view of appearance as seen by others to see ourselves as we really are!

WARNING LAMP.

STOLEN DURING EARLY MORNING.

A theft which might have had very serious consequences was mentioned at the Kowloon Magistrate's Court this morning when a young Chinese was charged with stealing a lamp.

Commenting on the seriousness of the case, Sub-Inspector Hutchins told his Worship (Mr. E. V. Hamilton) that it could be seen that the lamp, which was produced in Court, was red and was used to mark an obstruction on the Lai-chikok Road. It was stolen during the early hours of this morning and by its absence motor vehicles were liable to collide with the obstruction. The owner of the obstruction would then be held responsible for not taking proper precautions in marking the dangerous spot.

In imposing the sentence of one week's hard labour, his Worship said he was taking into consideration defendant's youth.

AMERICAN VIEW.

Causes of British Industrial Depression.

A fundamental reason for a good deal of the British unemployment for which there is no legislative remedy (says Mr. I. F. Marcossin in the New York Saturday Evening Post) lies in a stiff-necked trade unionism which, with its limitation of output fetish, has done as much to prevent a return to industrial normalcy as the dole. This, coupled with the strike, has contributed largely to the industrial plight in which Britain finds herself.

Not only is the British worker slacking on his job, but once at work he is obsessed by a curious fear that someone will get that job. The decline in the apprentice system, once the pride and joy of British industry, is a startling revelation of what seems to be an impairment of the British productive mind. In any analysis of the British business position you encounter on all sides the uncompromising fact that the abnormally high cost of production is the disturbing factor. The high cost is due to dear coal, the constant succession of strikes, top-heavy taxes—on large incomes man nets only a little more than six shillings on every pound he receives—trade union limitation of output, and shorter working hours than obtain in other countries. Hence, one fundamental cause of unemployment is that the products of British industry are too expensive for an impoverished world to buy.

TO-DAY'S MISCELLANY.

The danger of a little knowledge of London was demonstrated by an incident at the Middlesex Sessions, held at the Westminster Guildhall. A jurymen who made a late appearance explained that he had been to the City Guildhall. Asked if as a resident of Middlesex he was ignorant that the County Guildhall was at Westminster, he answered "Yes," adding, "I have never heard of it before." He said that he went to the City Guildhall and attended a Court there. A jury was empanelled and, as his name was not called, he showed his summons to an officer, who said he should have attended at the Westminster Guildhall. The mistake might be made by many residents of Middlesex. The County Guildhall is indeed little known for what it is, though prominent and handsome enough.

M. Horriot visited Fleet Street and dined at the Cheshire Cheese. In this ancient tavern, which stands 50 yards from Samuel Johnson's house in Gough Square, are preserved many memorials of old London, and with the disappearance of all the other old houses of this historical and hospitable region, it has reached fame as the only place of its kind in London. American ambassadors and eminent American visitors have gone there, but M. Horriot's visit is notable as the first visit of a French Premier to its Caroline precincts. M. Horriot partook of the customary fare of the house, with pancakes and brown sherry, and the Cheshire Cheese parrot made the proper responses to the inquiries on the various subjects suggested by the head waiter. M. Horriot was an accommodating guest and smoked a churchwarden pipe and generally behaved in a picturesque old English way that argued well for the new entente.

It is announced that a new anaesthetic known as somnifone is now being used with success by Dr. Fredet at a hospital in Paris, and that the first results have been communicated to the French Society of Surgery. The anaesthetic in a dose of from ten to fifteen cubic centimetres is injected in a vein half an hour after a preliminary hypodermic injection of morphia has been given. Long and complicated operations can be performed under this anaesthetic, it is claimed, and it is rare that it is necessary to resort to the administration of a very slight amount of chloroform. The patient remains from 24 to 36 hours in a state of coma, from which, however, it is possible to arouse him to administer nourishment. The anaesthetic is not followed by sickness and is stated to be entirely harmless in its action.

CALIGULA'S GALLEYS.

Plan to Raise the Ships of Nemi.

A fresh attempt is about to be made to raise the remains of the two great Roman galleys that lie at the bottom of Lake Nemi, that most picturesque little sheet of water in the heart of the Alban hills, haunted for ever by the memory of the famous sanctuary and grove of Diana that once stood on its banks and the grim mystery of the rites there celebrated. The galleys, which were floating pleasure palaces of the type known as thalamogoi, were built and launched on the lake by Caligula to form an occasional pleasant refuge from his strenuous life of crime in Rome. They were house-boats beyond our dreams, encrusted with marbles, ornamented with precious metals and scented woods and adorned with statuary: the sails were of the finest linen, and the hangings were woven with silver and gold. After the death of Caligula the galleys were apparently left to their fate. As time went on the timbers rotted away, water got into the holds, and the vessels finally keeled over and sank to the bottom of the lake, where their dark outlines can be faintly seen on very clear, still days.

These sunken galleys have always had a special fascination for adventurous minds. Over a hundred books and pamphlets have been written about them, and naval architects and engineers have made various attempts to hoist them up to the surface by the help of strange machines which have invariably given way at the critical moment. The last attack on the Nemi galleys was made by divers in 1895, under the direction of the Ministry of Public Instruction. All kinds of curious relics were brought up, including some beautifully modelled bronze heads of animals, but the galleys remained immovable, embedded in mud and stones and the clinging roots of aquatic plants. The new scheme—the only one that has a chance of success—is to draw off the water of the lake until the vessels are exposed to view.

The process will be difficult and costly, and Senator Corrado Ricci, until lately Director-General of Fine Arts, strongly urges that it should not be attempted until the pros and cons have been well taken into consideration and there is a reasonable prospect of carrying it through.

Apart from all the valuable and interesting treasures that will certainly be found in the bowels of the lake, there will be satisfaction of setting eyes, after nineteen centuries, on a genuine galley of Imperial Rome.—M.G.

BOBBED HAIR GOING.

Vogues And The Woman.

There is undeniable evidence that bobbed hair is, if such a paradox be permissible, on the wane. Many young women are said to be utilising the holiday period to effect the somewhat scrappy return to the normal. Their excuse is that even in such a summer as this one must prepare for winter. Naturally this reason does not carry much conviction. Fashion has always decried the elements, and if it were decreed in the heart of winter that femininity should be shorn completely of her locks the latest blast would have no more influence than the warmest masculine denunciation. As it happens, women are realising that the back of the neck is not one of nature's triumphs when revealed with the assistance of shears. They are also recognising that complete similarity of style is more deadly for the female than the male.

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So common at this time of year try Pinkettes, the daily little bowel and liver regulators to-night, and see how much better and brighter you'll feel to-morrow morning. Pinkettes dispel constipation, biliousness, sick headaches, dizziness, clear the skin, purify the breath, relieve Piles, prevent diarrhoea and dysentery. Of chemists, or post free, 60 cents the vial, from Dr. Williams' Medicine Co., 60 Kingston Road, Shanghai.

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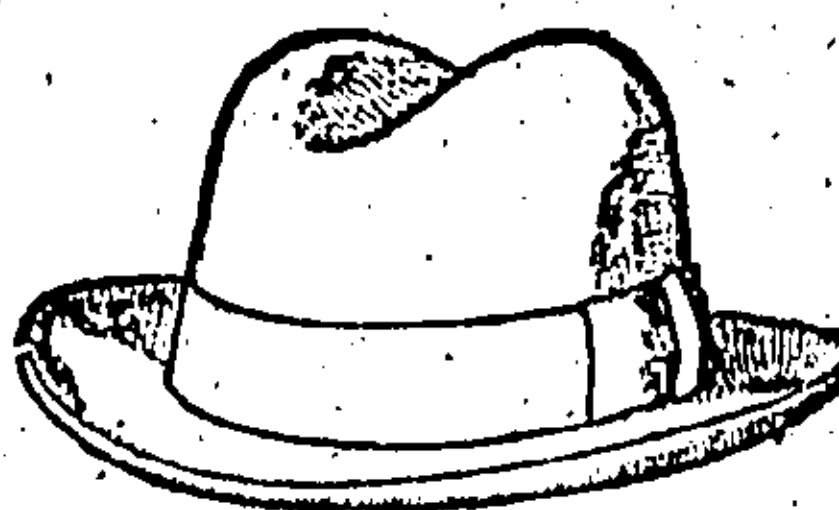
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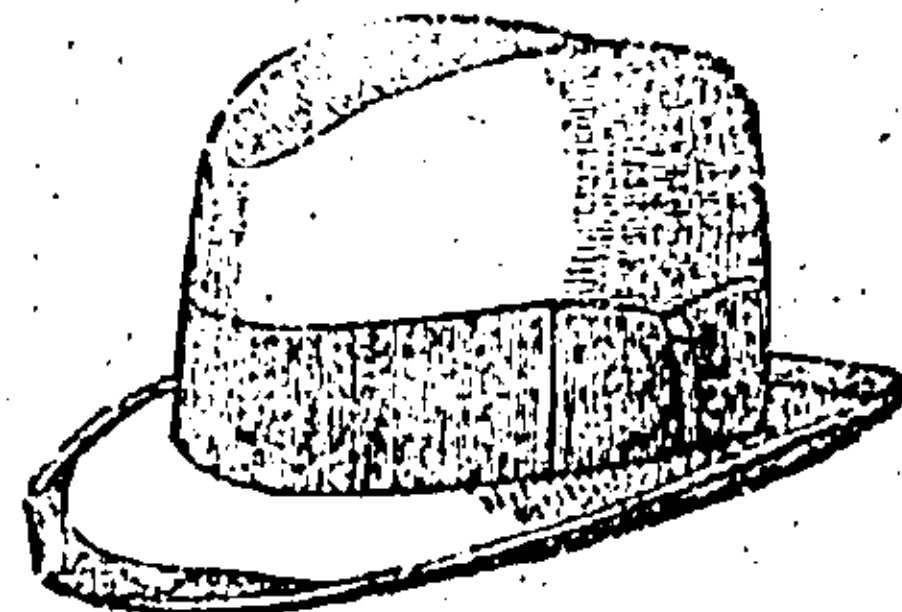
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The Telegraph.

HONGKONG, 17th Sept., 1924.

OUR WATER SUPPLY.

We do not expect to hear very much that is now regarding the Government's plans for improving the distribution of water in Hongkong as a result of the questions which are being put at to-morrow's meeting of the Legislative Council by the Hon. Mr. Holyoak. The present year, during which we have had more than an average rainfall, has shown that our problem is not one of lack of water, but, rather, one of adequate distribution of what is in storage. No new reservoirs are being built on the island, but the existing reservoirs are being fed by enlarged catchment areas. There will, of course, be a greatly increased supply when the Shing Mun Valley scheme, is in operation, but we fear that will be some time yet. This scheme, as has already been stated, contemplates the eventual provision of nine new storage reservoirs, having an aggregate capacity of some four and a half million gallons, or more than half the present storage capacity on the island. Under that scheme, a pipe is to be laid across the harbour bed and the water discharged into a service reservoir which will probably be constructed under the Botanical Gardens. When that stage is reached, it will be possible to reorganise the whole of the distribution system, which has admittedly outgrown the capacity of the conduits. These conduits were laid down many years ago, when present demands were not dreamt of, and it is, of course, absurd to blame the Water Authority for that. We have now doubt that the best possible use is made of existing supplies, but there are mechanical difficulties operating against an improved supply. Certain steps are, however, being taken to improve matters, but conditions will not be ideal until the supply from Shing Mun is available. The most urgent need, therefore, appears to be the expediting of this big undertaking.

On the question of the purity of the water, the Government has already indicated that it intends introducing fast gravity filters both in Kowloon and on the island. This should meet Mr. Holyoak's point as to the prevention of discoloration and the maintenance of purity. At least, it is to be hoped that the measures taken will have this

desirable effect. Certainly, of late, the water on this side of the harbour has been far from what it might be in colour, whilst the purity of the supply from at least one reservoir has been called into question. What we should like to see is sufficient co-operation between Government departments to prevent the fouling of catchment areas and reservoirs by floods washing down the hillsides material thrown over in road-making operations. It ought to be possible to prevent such a thing occurring. Maybe this and other matters will be referred to in the Government's statement of future policy regarding our water supply to-morrow. In any case, we trust that the public will be taken fully into the Government's confidence on this important question.

Lost Contracts.

There has recently been a great outcry in Britain over certain contracts going abroad, in some cases to Germany. City corporations with Labour members have been among the "offenders," and have justified themselves by pointing to a saving of several thousand pounds by accepting the foreign tenders. The latest instance of British terms being higher than those abroad is furnished by the case reported by Renter to-day of the Shell Transport Company placing orders for six oil tankers with Dutch shipyards. It is shown that the home tenders were all some thousands of pounds sterling above the Dutch figures, in spite of the fact that in practically every case the British firms, evidently with the intention of obtaining the work at a sacrifice so as to give employment, had cut out all profits and reduced establishment charges to a minimum. No more condemnatory comment on the conditions in Britain could be had than this. Manufacturers and heads of the big industries are no longer blind to the loss of orders which faces the country. But their hands are tied. The workmen, it is said, are at length waking up to facts—and beginning to realise that high wages and shorter hours do not necessarily mean plenty of work or certainty of employment. It is time they did realise this; but it is probably already too late to alter matters, now that the taste for other things has been acquired.

Permission To Shoot.

Opinion must differ as to the justification of policemen being allowed to shoot robbers, or suspected robbers, who run away. The inquest on an earth cooler who was shot and killed on the Leichikok Road last month, by an Indian constable, brings this matter up again, and in this case the act has been justified under an instruction to the police which permits them to use their firearms "if a man suspected of having committed a robbery runs away or cannot otherwise be arrested." On the face of it, this seems a drastic power to place in the hands of men who cannot always be relied upon to use the best discretion. One recalls the stir created when a Chinese constable fired at a European who was suspected of being an arms smuggler. Yet, with the serious state of crime in the Colony, it is necessary to give our police wider powers than would be granted in other places. With this instruction in force, the jury were justified in holding that the Indian shot the man in the execution of his duty. Without straining a point, one might also say that the authorities are justified in introducing such wide powers for the constables. We trust, however, that every effort will be made to acquaint the Chinese villagers and other lower orders, by notice given at least once a year, that the least attempt to run away when accosted by a policeman is likely to end fatally for the party trying to escape. Then there could be no question of the justice of the ruling.

SOUTH AFRICAN RUGBY.

Oudtshoorn, Sept. 16.
The British "rugger" team defeated the South-Western Districts fifteen by 12 points to 6.—Renter.

DAY BY DAY.

AND DO AS ADVERSARIES DO IN LAW: STRIVE MIGHTILY, BUT EAT AND DRINK AS FRIENDS.—Shakespeare.

Yesterday's health return shows one Chinese case of cerebro-spinal fever.

The Kowloon Dock Recreation Club is holding its annual swimming gala on Sunday, October 5th.

The body has been recovered from the harbour of the lad who was drowned when he went over the Praya Wall with a bicycle over which he had lost control.

The forthcoming wedding is announced of Mr. John Haywood Gelling, journalist, *Hongkong Daily Press*, to Miss Elsie Salisbury, en route from England by the Suwa Maru.

A number of arrests have been made on suspicion by the police in connection with the Shatin murder case, in which a man was stabbed and \$17 in money stolen from him whilst on the highway.

The Master of the s.s. Ting Sang, from Shanghai, reports that when in Lat. 27.56 N., Long. 121.17.45 E., he passed a small fishing junk, which was partially submerged and a danger to navigation.

For the Dinner Dansant at the Repulse Bay Hotel to-night, the music will be provided by the splendid dance orchestra of the Astor House Hotel, Shanghai, under the leadership of Mr. Whitely Smith.

"Caduceus."—Thanks for your letter, but journalistic etiquette precludes us from publishing a criticism of an article contributed to another journal. You should write to the paper concerned. As you have not forwarded your address, we are holding your letter for further instructions.

The latest addition to the already existing large number of restaurants in the West Point district is the International Restaurant, just opened. It is said to be the last word in enterprises of this nature and to eclipse many other restaurants in point of furnishing and the choice character of its viands.

While the Hon. Cecil Clementi, Ceylon's Colonial Secretary (formerly of Hongkong) was riding, his mount reared and threw him. Mr. Keith Rollo, who was at hand, picked him up and conveyed Mr. Clementi in his car to his bungalow. Mr. Clementi's injuries were fortunately not very serious, being confined to his chest. He will, however, have to keep to his bed, while his case is being watched.

The last Night Foto being held on Saturday at the V.R.C. should prove a big attraction not only to spectators but to competitors also. The most interesting event will undoubtedly be the 50 yards scratch race (open to all), for there is very little difference in the times of the Colony's best swimmers over that distance. There is quite a good varied programme otherwise, and entries should be sent in early.

CORRESPONDENCE.

(To the Editor of the "Hongkong Telegraph.")

Chinese Marriages.

Sir,—I am much impressed by "Justice's" letter which appeared in your issue of the 15th inst.

The Chinese, whether rich or rather well off, used to take many wives, and do not care whether they can support them or not. A Chinese who has married a concubine usually neglects his first wife. He lives only with his favourite concubine in luxury and comfort, leaving the first wife in the cold with her children. This has often led to family quarrels of a serious nature, for which I should say the husband should be held responsible, and which should be dealt with impartially for all the parties concerned. I hope that some measure will be adopted to do away with this evil system, which will of course be a generosity to the weaker sex of the Chinese.

Yours etc.
FOR THE WEAKER SEX.
Hongkong, Sept. 16th, 1924.

LITERARY SENSATION.

THE ELUSIVE PROFESSOR.
Rome, Sept. 16.

Professor Dimartino Fusco, whose recent announcement that he had discovered the lost books of Livy in the ruins of a monastery at Naples caused such a sensation that the Professor disappeared, ostensibly to avoid interruption of his work, to-day appeared at Naples in obedience to an official summons. He was interrogated by a ministerial commission in the presence of the Prefect of Naples. A semi-official statement on the matter declares that what Professor Dimartino Fusco discovered was merely notes on the books, and not the books themselves, but the enquiry is proceeding.—Renter.

INDIAN SERVICES.

LEE REPORT ACCEPTED.
Simla, Sept. 16.

The Council of State, without a division, carried a Government resolution, accepted the Lee Report and simultaneously rejected unofficial amendments aiming at a temporary stoppage of British recruitment for, and greater provincialisation of, the Services. Sir Manekjee Dadaboy thought the elimination of the British element would prove disastrous to India. He considered the degree of Indianisation proposed went far beyond what had been expected and should therefore be thankfully accepted.—Renter.

BRAZIL REVOLT.

REBEL SUCCESSES
REPORTED.

Buenos Aires, Sept. 16.

The Brazilian revolutionaries have captured the ports of Quysa and Mendez on the upper Parana River in Southern Brazil. It is reported that they killed or took prisoner all the Federal troops excepting the Commander and fourteen men who escaped over the river to Argentina, where hundreds of refugees also arrived. The latter say that the rebels control Western Parana.—Renter.

MOROCCO CAMPAIGN.

FABRICATION EXPOSED.
Rome, Sept. 16.

The *Tribuna* learns authoritatively that the report that the Italians are preparing to occupy Sollum is a pure fabrication. The Spanish Embassy in London reports that the situation in the western zone of Morocco continues to improve. In accordance with plan, the evacuation of the Lower Lau and Tigusa were effected without difficulty.—Renter.

CHAMPIONS BEATEN.

A GREAT PARTNERSHIP.
London, Sept. 16.

At the Oval, the Rest defeated Yorkshire by an innings and 124 runs. Yorkshire scored 166 and 234. The Rest compiled 524 for 8, declared. Woolley knocked up 202, and Chapman 74, and together they scored 50 runs in seven minutes.—Renter.

INDIAN CRIMINAL LAW.

Simla, Sept. 16.

Despite Government opposition, the Assembly has passed for second reading, by 71 votes to 39, the Bill repealing the Criminal Law Amendment Act, enacted in 1908 to suppress anarchical crime in Bengal.—Renter.

HOME FOOTBALL.

London, Sept. 16.

In the Scottish "soccer" League Clyde drew with Clydebank, one all.—Renter.

THE STOLEN SHOE.

\$150 HIDDEN IN TOE.

Chung Fook, living at New Street, has reported to the police a case of larceny which has an element of humour in it. He was partaking of refreshments at the Sun Wui restaurant in the early hours of this morning and for greater comfort had taken off his shoes and placed them on a seat. Shortly afterwards, he noticed that one of the shoes was missing.

It would seem strange that the thief, whoever he was, should only want one shoe, but the one he took away was a valuable one, for it contained \$150 in notes, secreted inside the toe-piece.

NOT ASLEEP.

WATCHMAN WHO CAUGHT TWO THIEVES.

A contractor, of Chiu Loong Street, appearing before Mr. R. E. Lindell this morning as the defendant in a summons in which he was charged with dismissing an Indian watchman without notice, told the Bench that the watchman was often found absent from duty, or when he was supposed to be watching, he was found asleep. A month's notice had been given at the end of July.

Asked why he did not sack the Indian immediately, the contractor replied that he was not well acquainted with the niceties of the law and so, to be on the safe side, he preferred to give the month's notice.

The Indian denied he was asleep on duty. He had caught two thieves, and how could he have done this if he were asleep, as was being alleged against him?

His Worship, without further ado, dismissed the summons.

BAIL FOR CHAUFFEUR.

SOLICITOR'S SIGNATURE
ACCEPTED.

As a sequel to the motor incident which occurred near the Po Hing Theatre, Nathan Road, at 6.30 p.m. on Monday, when a Chinese painter of Queen's Road East was knocked down and dangerously injured by motor car 1013, the driver of the car, Pak Kam-wong, residing at No. 158, Coronation Road, Kowloon, appeared before Mr. E. W. Hamilton, at the Kowloon Magistracy this morning, on charges of (1) driving recklessly and negligently; (2) driving with a learner's licence in a road prohibited by the licence; and (3) failing to produce a licence when asked to do so by a police officer.

Mr. J. M. Hall represented the defendant.

In answer to his Worship, Sergt. Hallam said that a summons was not taken out because the defendant had dangerously injured a man and he was expected to die.

Mr. Hall interposed and said he had to object to that. He had since discovered from the doctor that he (the doctor) had never given any intimation that the man might die.

The case was adjourned till next Tuesday, the police asking that bail be fixed at \$500.

Mr. Hall:—I think that excessive.

His Worship:—I don't.

Mr. Hall:—The defendant has no ready money on him at present, so will your Worship accept my signature for that amount?

His Worship:—I think you are good for \$500.

SHARE MARKET.

SHANGHAI QUOTATIONS.

Messrs. Ellis and Co. have kindly supplied us with the following cable quotations of Shanghai stocks from their Shanghai office:

Langkats (comb.)—Tls. 16, buyers.
Ewos.—Tls. 0 1/4, buyers.
Shanghai Docks.—Tls. 91, sellers.
New Engineering.—Tls. 6 1/4, buyers.
Orientals.—Tls. 3, buyers.
Shanghai Cotton.—Tls. 50, buyers.

ENGLISH RECORDS.

D 1396	SHIPMATES O' MINE.....Dates, Baritone
	THEY ALL LOVE JACK....."....."
D 1417	FATHER O' FLYNN.....Allin, Bass
	ROCKED IN THE CRADLE OF THE DEEP....."....."
D 1451	HERE IN THE QUIET HILLS.....Eisdell, Tenor
	I PITCH MY CARAVAN....."....."
D 1460	LITTLE BROWN BIRD SINGING.....Dora Labbette
	EVEN SONG....."....."
D 1416	SALLY IN OUR ALLEY.....Mullins, Tenor
	ANNIE LAURIE....."....."

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KOWLOON FOOTBALL
CLUB.

LAST YEAR'S ACTIVITIES.

The annual meeting of the Kow-
loon Football Club will be held on
Friday evening at St. Andrew's
Church Hall, Kowloon, when the
following report will be submitted
for adoption.

Finance.—The profit made on
the working of the Club for the past
twelve months was \$1,180.63.
This is largely due to the decision
of your Committee to take over the
Bar and run same as a Club concern,
instead of leasing same out to a
Chinese "boy," as in previous
years.

Membership.—A large increase
in membership has taken place
during the past 12 months. The
number of members on the books of
the Club on the 31st August, 1924,
were 220, as against 137 members
twelve months previously. The
Committee record with deep regret
the deaths of Messrs. H. Hutchison,
P. Shaw and F. Wright.

Clubhouse.—Since the last
annual meeting the Clubhouse has
been completed, and cost of same
has been paid off. Several improve-
ments have recently been effected
thereto and the question of fitting
hot water showers in the dressing
room is now under consideration.
The Club are indebted to the
generosity of three members for
the gift of an overhead fan for the
Clubhouse.

Football.—Teams were entered
in both divisions of the Hongkong
League, but did not finish amongst
the leaders. The senior XI reached
the final of the Hongkong
Shield for the second consecutive
year, but had to rest content with
being runners up, being beaten
1-0, by the East Surreys in the
final game. Records for the season
in League and Shield matches
were:

	P. W. D. L. Goals for. Goals against.
First XI	25 10 6 9 28 27
Second XI	10 7 3 0 25 22

For the first time in the Club's
history a stand was erected for
spectators. The stand was well
patronised and fully justified its
erection.

The usual annual dinner took
place at the Hongkong Hotel at
the end of the season and was a
great success.

A Supper dance at the Hong-
kong Hotel and an open air concert
on the Football ground, were two
very enjoyable social functions held
during the year. Several open air
Band Concerts under the auspices
of the Kowloon Residents Association
have taken place on our
ground during the summer months.

INDIAN'S TRAGIC
DEATH.

JUMPS OVER VERANDA.

The body of an Indian gunner of
the R. G. A. who had committed
suicide, was discovered by the
authorities lying on the ground near
the Kowloon Military Hospital early
yesterday morning and was later
taken to the Kowloon Mortuary.

The gunner had been admit-
ted to the Hospital the pre-
vious morning, but the nature
of his complaint is said to have been
unknown. At seven o'clock he went
on to the veranda of the second
floor and threw himself over, strik-
ing the ground head first. He died
instantaneously. Deceased was
quite young, being only 18 years of
age.

HOME FOOTBALL.

LEAGUE SECOND
DIVISIONS.

London, August 23.—The follow-
ing are the latest League Second
Division results:

Scottish Second Division.	
Albion	2 St. Bernard 1
Alloa	2 Bathgate 2
Armadale	1 Forfar 0
Broxburn	3 Johnstone 0
Clydebank	0 Arbroath 1
Dumfries	1 Clyde 0
Dumfries	0 East Fife 4
East Fife	2 Dunbarton 2
King's Park	2 Boness 2

English Second Division.	
Blackpool	1 Clapton 0
Bradford City	1 Fulham 1
Chelsea	1 Coventry City 0
Crystal Palace	0 Sheffield W. 1
Derby County	4 Hull City 0
Manchester U.	1 Leicester City 0
Middlesbrough	2 Barnsley 0
Port Vale	1 Wolverhampton 3
Southampton	0 Oldham 0
South Shields	0 Portsmouth 0
Stockport	2 Stoke 2

Third Division.	
(Southern Section.)	
Abingdon	1 Bristol City 2
Brentford	2 Brighton & H. 4
Bristol Rovers	1 Middlesbrough 0
Exeter	1 Reading 0
Luton	0 Gillingham 0
Millwall	0 Bournemouth 1
Newport	0 Queen's P. R. 0
Norwich	1 Plymouth 1
Southend	0 Charlton 3
Swansea	2 Swindon 0
Watford	1 Northampton 0

(Northern Section.)	
Accrington	2 Rotherham 0
Ashington	2 Chesterfield 1
Crawley	0 Tranmere 2
Doncaster	0 Barrow 0
Grimsby	0 Darlington 2
Hull	3 Wrexham 1
Hartlepool	1 Rochdale 1
New Brighton	0 Bradford 0
Southport	1 Nelson 0
Wigan	0 Walsall 0

ALLEGED ATTEMPTED
MURDER.

TWO MEN COMMITTED.

Two Chinese were committed to
the Sessions for trial by Mr. R. B.
Lindsay at the Magistrate's court
yesterday afternoon on a charge of at-
tempted murder.

The prosecution alleges that the
defendants deceived the complain-
ant (a Chinese doctor), taking him
to the hillside at Shaukiwan West
under the pretext that a patient re-
quired his attendance. On the way
they set upon him, knocking him
down and inflicting several stab
wounds with a chisel as well as other
injuries. An Indian Sergeant arrived
after the defendants had left, and
helped the complainant to the
Police Station. The first defendant
was arrested on information at
Counaught Road Central on August
7th, while the other accused was
caught at Macao three days earlier.

Mr. H. S. Fitzroy conducted the
case for the prosecution. The se-
cond defendant was represented by
Mr. D. McCallum.

Both defendants reserved their
defence.

YACHTING.

SIX METER RACE CUP.

Oyster Bay, Sept. 16.—England
won the International six metre
yacht race cup, scoring four vic-
tories to the United States' three.
—*Reuters.*

WHO IS RIGHT?

Foreigners in the War.

It was only to be expected that
a protest would be raised over the
alleged action of a foreigner who
made a motor car trip from
Shanghai to the nearest point on
the battle front and for a time
worked a machine-gun, says the
North China Daily News. The
incident may or may not be true,
but it forms the basis for pointing
a moral. There is in Shanghai
an ex-army aviator who is cur-
rently reported to have received
an offer from one side of \$1,000 a
month to work an aeroplane for
them, and a bonus of \$10,000 if
they prove successful. A
foreigner was said to be piloting
the machine that flew over
Shanghai last week and there
have been many reports of
foreign aviators and artillery-
men engaged on either side.
It is not to be denied that
foreign armies when engaged in
warfare have employed men of
other nationalities. For instance,
Lord Kitchener fought with the
French against the Prussians
and a famous American scout
worked with Lord Roberts's
column against the Boers. The
conditions in such cases, how-
ever, are more equal, and an out-
sider more or less on either side
would not greatly affect the
general result. In China, it
might. An experienced foreign
gunner would bear no comparison
with Chinese artillerymen, whilst
the difference between a foreign
aviator trained on the Western
front and a Chinese novice is as
wide as could be imagined.

Is there one amongst us
who can say beyond the possi-
bility of contradiction that the
balance of right is in favour
of any one army, whether it be
from Peking, Mukden, Kiangsu,
Chokiang, or Canton? This is
not a war of nations, but a civil
war in which no two of five armies
are in absolute agreement and it
may come to the state when all
five are fighting against each
other. If the question cannot be
answered, would it be to the
credit of any foreigners that by
their moral effect and actual work
they prevented a victory for the
side that possibly may have been
right in its convictions and
genuine in its efforts? The con-
demnation would be even greater
in the case of a man who simply
selected a point on the front
haphazard and, without caring
which side he aided, played a
machine-gun on to the forces in
opposition, for that would be
downright murder and we prefer
to believe that no foreigner would
do it.

THE FLORIN.

Visitors Mystified by British
Coinage.

One of the British institutions
most freely criticised by our
foreign guests now in this country
is the currency, writes a corres-
pondent to a Home paper.

The notes are easy enough, of
course; it is the small change
which puzzles them. Twenty
shillings to the pound presents no
great difficulty to those accus-
tomed to a decimal coinage, but why,
they ask, twelve pence to the
shilling? Ten would be so much
simpler.

Some of our baser street
vendors probably meet them half-
way in this respect by giving
short change for silver. But these
strangers are not easy to over-
reach, and count their change
more carefully than does the
native.

What chiefly causes confusion
are halfcrowns and florins. To

U. S. AIR MAIL.

Successful Operation, But
Monetary Loss.

A report on the operation in the
first month of the continuous
schedule air mail service between
New York and San Francisco, in-
augurated on July 1, leaves un-
certain whether the service will
be successful enough financially
to be continued, says a Washing-
ton message. The service is being
operated at a loss. There were
no accidents, good time was made,
and from a physical viewpoint
the ability of the Post Office
Department to operate the service
was demonstrated.

"I realize," said Postmaster-
General Now to an interviewer,
"that the question of revenue is
one of utmost importance in this
new service. We have under-
way an intensive campaign traffic
solicitation. It is being carried
on primarily through the post-
masters and secondarily through
commercial clubs and other
business organizations across the
route."

"Since the gross income from
the service for the first month of
its operation is substantially less
than the cost of maintenance, it
seems to me that it would be
unfair to lay too much stress upon
the exact balance between income
and outgo until we have had the
benefit of at least four to six
months' intensive traffic solicita-
tion."

"As far as the physical opera-
tion of this continuous New York-
to-San Francisco route is con-
cerned, I have no hesitancy in
predicting its success."

THE STATISTICS.

The reports show that the cross-
continental mail planes flew
173,910 miles during their first 31
days of operation. Cloudbursts,
tornadoes and severe electrical
storms were encountered, but in
spite of these obstacles the aver-
age westbound time was 39 hours,
49 minutes, and eastbound 36
hours, 21 minutes, as compared
with the best established rail-
road mail schedules for the same
distance of 86 hours westbound
and 90 hours eastbound. Com-
pared with the best rail schedule,
the poorest westbound per-
formance of the air mail—55
hours 40 minutes—was 30 hours,
20 minutes better than train time,
with 32 hours, 21 minutes saved
on the poorest eastbound per-
formance.

Part of the delay in air mail
delivery is attributed in the re-
port to the lack of a lighted air-
way either into New York or
San Francisco. The lighted air-
way extends from Cleveland,
Ohio, to Rocky Springs, Wyo.

The course is now being light-
ed from Mather Field, in the
Sacramento Valley, to San Fran-
cisco. The route is also being
lighted across New Jersey into
New York, so that planes car-
rying near New York or San
Francisco early in the evening
may proceed with proper lights
to guide them. This, says the
report, should make the future
performance of the air mail
planes much better.

those who are not used to these
coins, one may easily be mis-
taken for the other when they
are not in company. Thus, if
a visitor from overseas proffers
three florins for an article
priced at 7s. 6d., he should
not be regarded as a swindler,
but merely as an innocent abroad.

It is high time that either the
halfcrown or the florin was
abolished, and for preference the
florin.

Few people are aware that the
twoshilling piece was introduced
about 75 years ago for the specific
purpose of making people used to
a decimal coinage.

LIFEBELTS FOR AIRMEN.

Weird Escapes From Crashing
Planes.

Tiny parachutes, to act as life-
belts for airmen, have been de-
veloped after years of experi-
ment.

In one of the most recent of the
new designs the entire apparatus
is packed into one small, easily
handled case. The whole
arrangement has been so simpli-
fied that the pilot takes his "life-
belt" with him into his cockpit
and uses it as a cushion.

All he has to do, in case of
emergency, such as a fire or
collision, is to seize his "lifeline"
and leap overboard into the air,
whereupon, by automatic action,
his parachute opens and bears
him to the earth.

As was reported in brief
telegrams recently, Major
Macready, one of America's best
fliers, had to spring from a
plane in mid-air in order to save
his life.

After he had taken to his para-
chute the aeroplane plunged to
earth, and, collapsing in a mass
of broken parts, burst into flames.
The inhabitants, rushing to the
spot, strove in haste to extricate
him from the smouldering debris
of the body of the pilot.

But there was, of course, no
body, and their surprise turned to
amazement when Major Mac-
ready, unhurt, strolled among
them from where he had alighted
with his parachute.

Real-life thrills equalling those
of a cinema film, have been ex-
perienced during the perfecting of
these new-type parachutes.

Perhaps the weirdest experience
of all, recently, was that of an
airman who had to desert his
plane while on a night flight.
He descended earthward in his
parachute, and wayfarers were
astonished to hear a voice calling
to them from the darkness.

By such ghostly "conversa-
tions" the airman not only warn-
ed those below of his impending
descent among them, but as-
certained, by the questions he
asked and the answers shouted
to him, the "lie of the land" for
his actual contact with the
ground.—*Ex.*

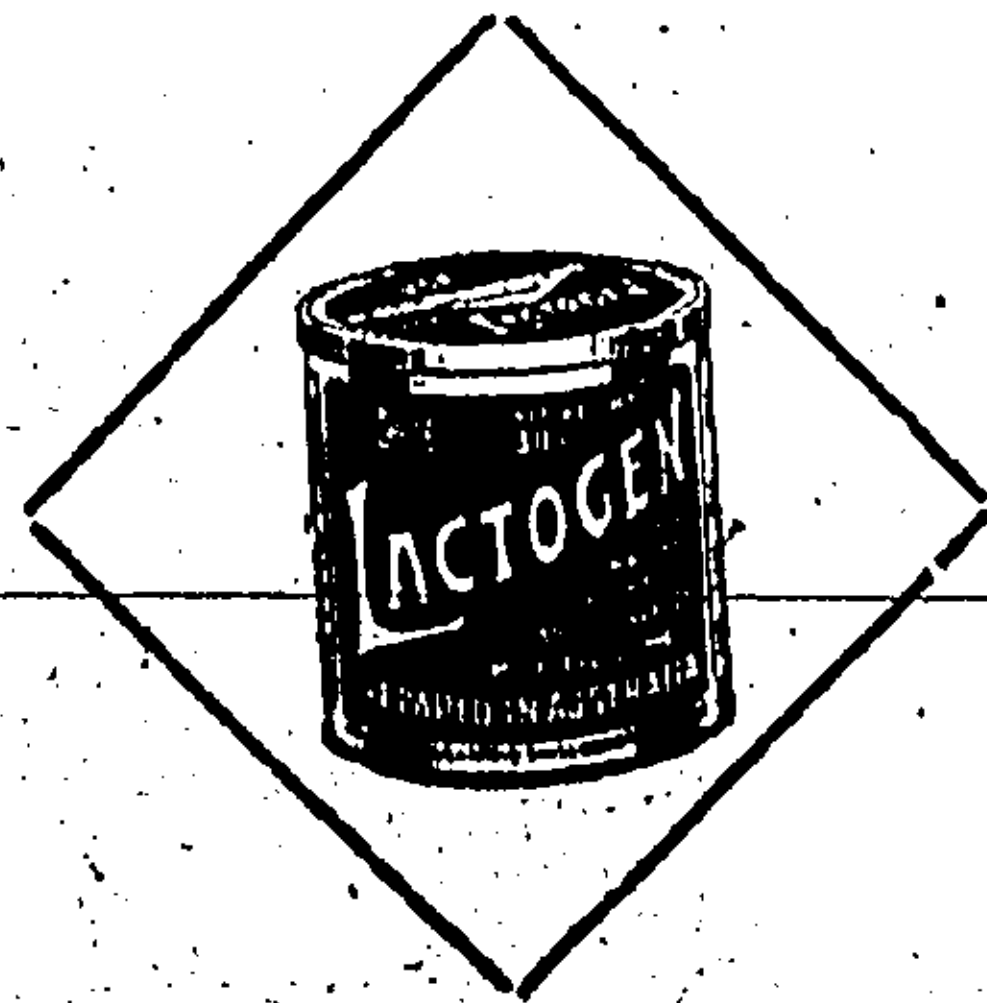
AMBIGUOUS PYJAMAS.

Comedies of Errors in Belgrade.

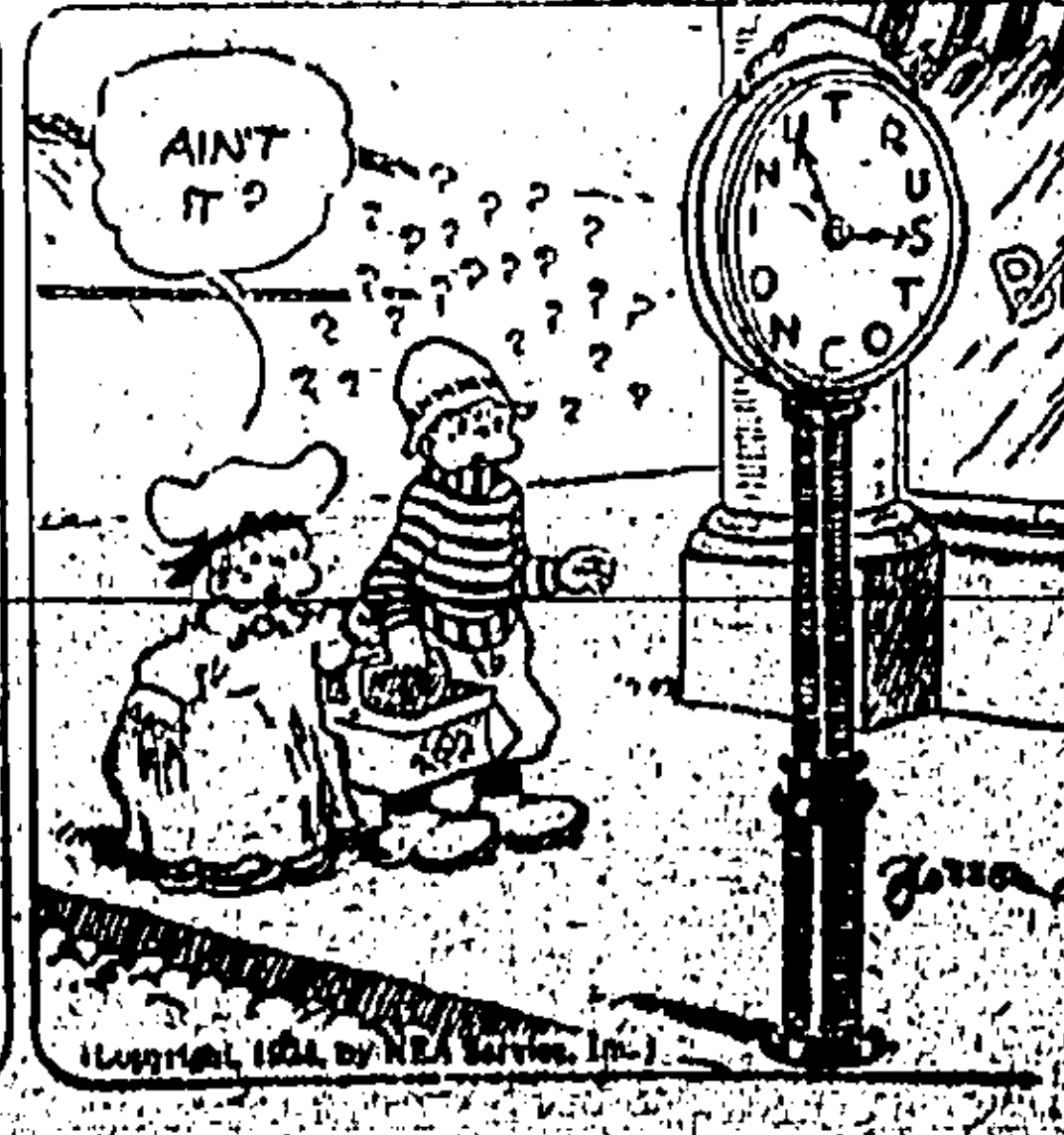
A statue of Belgrade lunatic
asylum is that the inmates wear
pyjamas as the normal and regu-
lar attire. There is perhaps
nothing more than economy in
this, but it will be understood that
as in the popular mind pyjamas
have become associated with
lunacy the present period of in-
roduction of them into Belgrade
as the "modern" nightwear gives
rise to certain misunderstandings.

Thus a youth who on a hot
summer night incautiously walk-
ed from his garden a distance
down the road to listen to a
distant orchestra was arrested by
a policeman as a lunatic (as he
had no passport in his pyjama
pocket), and spent the night in
the cells. Not wishing to be re-
cognised by passersby the next
morning when taken to the police
court, he begged for a waste-
paper basket to cover his head,
and the police, careful with their
lunatic, gave him one. He was
a merry sight marching between
bayonets in pyjamas and basket.

A more serious confusion has
now occurred. A Belgrade burg-
lar found a burglar in his house,
and chased him (in pyjamas)
down the road till they found a
policeman. He gave the burglar
in charge, but the burglar de-
manded rescue from a madman.
Both were taken to the station,
but the burglar was believed and
freed, while the other spent the
night in gaol.



FRECKLES AND HIS FRIENDS



A New One on Willie

BY BLOSSER

NEW ADVERTISEMENTS.

PREPAID

ADVERTISEMENTS

25 WORDS—

{ \$1.00 for 3 insertions }
{ \$1.50 if not prepaid }

State if Box No. is required

TO BE LET.

TO LET.—In Mongkok Trail, Coronation Road, No. 1B, Ground Floor, No. 2B, First Floor, Three Rooms with Kitchen, bath, & servant's quarters suitable for European families apply to Ju Shiu Ko of International Bank.

DOUGLAS STEAMSHIP CO., LTD.

Tickets will be issued for Round Trips during the months of July to September, from Hongkong to Foochow (Pagoda Anchorage) and return, calling at Swatow and Amoy on both the upward and downward Voyages, by the Company's new, fast, well appointed steamer "Hui-Ning" at the reduced rate of \$80. for the round Voyage, including Meals while the steamer is in port.

These Special Tickets will be available for return only by this steamer, either by the Voyage for which it is issued or by her following sailing from Foochow. Duration of stay at Foochow 48 hours.

The Trip occupies 8 to 9 days and the steamer will leave Hongkong from the Company's Wharf at 5 p.m. arriving at daylight on her return (Weather permitting).

The Company's Steam Launch will convey passengers from Pagoda Anchorage to Foochow City, if required.

For further particulars and dates of sailing apply to

DOUGLAS LARPAIK & CO.

General Managers, Douglas Steamship Co., Ltd.

BANK OF EAST ASIA LTD.

NOTICE IS HEREBY GIVEN that an interim dividend of \$300 per share has been declared for the HALF YEAR ending 30th June, 1924.

The dividend will be payable on and after MONDAY, the 15th, September, 1924, at the Office of the Company, where Shareholders are requested to apply for Warrants.

The REGISTER OF SHARES of the Company will be CLOSED from MONDAY, the 8th, September, 1924, (both days inclusive) during which period no transfer of shares can be registered.

By Order of the Board of Directors,

LI TSE FONG,
Acting Chief Manager,
Hongkong, 1st, August, 1924.

HONGKONG CLUB.

NOTICE

THE Fourth Yearly Drawing of Twenty Debentures of the Hongkong Club (1920 issue—\$500 each) was held in the Club House on MONDAY, the 8th September, 1924, when the following Debentures were drawn for redemption:—

17	266	416	757
62	291	424	762
64	375	586	764
179	396	600	826
313	411	607	837

and will be payable at the Hongkong and Shanghai Banking Corporation on TUESDAY, the 30th September 1924, in exchange for surrender of same.

By order,
T.A. ROBERTSON,
Lieut. Col.
Secretary,
Hongkong, 8th September 1924.

WHEN
YOUR EYES
NEED GLASSES

Remember
We Are
Specialists
IN THE PRACTICE
OF OPTOMETRY.

Chinese Optical Co.
67, Queen's Road C.

NOTICE

WE beg most respectfully to notify the public that we claim to be the owners of a floating raft at Wuchow which was moored at a water front leased by us from the former Superintendent of Customs, Wuchow. The location of this water front is below the Sai Hing floating raft and upwards of the Tin Wo floating raft. Our floating raft was leased to the firm belonging to Mr. Woo Lai Tai, a British concern, and the term of lease is still unexpired.

Sometime ago the present Supt. of Customs, Wuchow cancelled the lease of the water front to us and seized and confiscated our floating raft.

We have lodged a protest and complaint with the proper Chinese Authorities which is still pending and we beg most respectfully to notify the public not to purchase or mortgage or lease our floating raft from any one until further notice.

THE SANG WO CO.

(Sd.) SO SOON SAM.

Dated the 3rd, Sept. 1924.

HONGKONG PHILHARMONIC SOCIETY.

THE ANNUAL MEETING of the Society will be held at 5.15 p.m., on MONDAY, 22nd, September in the Cathedral Hall, (by kind permission), to be followed by the first choral rehearsal of "The Yeomen of the Guard."

All those desirous of taking part in the Opera are particularly requested to attend.

G. H. PIERCY,
Hon. Secretary.

VICTORIA RECREATION CLUB.

Last Night Swimming Race on SATURDAY, the 20th inst. commencing 9 o'clock.

The following events are open to the Colony:
100 yards Breast Stroke
100 yards Back Stroke.
50 yards Scratch
Entires to reach Hon. Secretary by Thursday, the 18th.

Columbia Band will play during the evening.

R. C. WITCHELL,

Hon. Secretary.

Hongkong, 16th Sept., 1924.

C. E. WARREN & CO., LTD.

SANITARY ENGINEERS,
MONUMENTALISTS, &c.
OFFICE: 31D, Wyndham St.
Tel. C. 269 Hongkong.
ESTIMATES FREE for complete SANITARY INSTALLATIONS.

HOT WATER SYSTEMS—&c.

Specialists in Monumental Work cut from
ITALIAN MARBLE—POLISHED and/or
FINE PUNCHED HONGKONG GRANITE.

ARTIFICIAL WREATHS IN STOCK.

OLD MANSION WORCESTER SAUCE

GUARANTEED TO POSSESS
EXCELLENCE OF QUALITY
AND
CONSISTENCE IN THE
HIGHEST DEGREE.

1/4 pint 0.55 per bot.
1/2 " 0.80
ONCE TRIED YOU WILL
NEVER BE SATISFIED
WITH ANY OTHER

THE EMPRESS STORE

53, Nathan Road, Kowloon.
Telephone K. 626.

ADMIRAL ORIENTAL LINE

The Steamship
"PRES. MOKINLEY"
having arrived from Seattle via
ports, on 14th Sept. 1924, consignees
are hereby notified that their
cargo is being landed at their
risk into the hazardous and/or
extra hazardous godowns of the
Hongkong and Kowloon Wharf
and Godown Co., at Kowloon, &
stored at consignees' risk.

Consignees of Cargo must produce an Import Permit signed by the Superintendent of Imports & Exports, Hongkong, before Bill of Lading will be countersigned. All broken, chafed and damaged cargo is to be left in the godowns, where it will be examined at 10 a.m. on 19th Sept., 1924, by the Company's Surveyors Messrs. Anderson and Ashe. All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognised. No claims will be recognised after the goods have left the godowns, and cargo undelivered on and after 22nd Sept. 1924, will be subject to rent.

No Fire Insurance whatever will be effected.
Consignees are requested to send in their Bills of Lading for countersignature immediately.
United States Shipping Board
Emergency Fleet Corporation
Agents.

ADMIRAL ORIENTAL LINE
4, Des Voeux Road
Hongkong, September, 16th, 1924.

NOTICE TO CONSIGNEE.

DOLLAR STEAMSHIP LINE
The Steamship
"PRES. HARRISON"
having arrived from New York via ports, on Sep. 15th, 1924, consignees are hereby notified that their cargo is being landed at their risk into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, and stored at consignees' risk.

All broken, chafed and damaged cargo is to be left in the godowns where it will be examined at 10 a.m. on Sept. 20th, 1924, by the Company's Surveyors, Messrs. Carmichael & Clarke.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognised. No claims will be recognised after the goods have left the godowns, and cargo undelivered on and after Sept. 22nd, 1924, will be subject to rent.

No Fire Insurance whatever will be effected.
Consignees are requested to send in their Bills of Lading for countersignature immediately.
DOLLAR STEAMSHIP LINE
4, Des Voeux Road
Hongkong, Sept. 18th, 1924.

TODAY and SATURDAY

The Photodramatic Sensation of the season

DANIEL CARSON GOODMAN'S

Latest Masterpiece



HAS THE WORLD GONE MAD!

SEE this ruthless X-ray of Modern Life; Society grown haggard by the terrific pace! Life-hungry, folly-mad men and women clutching at tinsel crumbs of passing pleasure and missing the pure gold of real happiness. Extravagance! Folly! Broken hearts! Twisted souls!

SEE this mighty photodramatic indictment of a bubble-world that is heading toward goodness knows what.

also

"LEATHER PUSHERS"

Round 21

WORLD THEATRE

TRUE TONE

is not only pleasant
to hear but is important
to beginners, who
will learn more rapidly
by practising on a
piano which is well
made true, in tone and
responsive of touch
such as

THE

MORRISON PIANOS

Let us show you at

TSANG FOOK PIANO CO.

94 a, Wanchai Road.

Telephone No. Central 2127

A GOOD DOCTOR FOR INDIGESTION.

If you want quick and sure relief from the pains and distress of indigestion, dyspepsia, gastritis, food fermentation and weakening acidity, just take two or three little Bismar Magnesia Tablets after eating or whenever pain is felt. Bismar Magnesia Tablets act like magic, are absolutely harmless, and enable the worst dyspeptic to enjoy a good old-fashioned meal without fear of indigestion. Bismar Magnesia is an ideal "doctor" for stomach sufferers, always ready, when needed, and gives instant relief at little cost! Get a package of Bismar Magnesia Tablets from your chemist to-day, take them as directed, and you'll soon forget you ever had a stomach pain!

It is wise to see the oval Bismar trade-mark when buying.



FORTHCOMING AUCTION SALES.

PUBLIC AUCTION.

BY ORDER OF THE

ADMINISTRATOR

PUBLIC AUCTION.

Valuable Leasehold Property Situate at and being No. 11 Hart Avenue, Kowloon, in the Colony of Hongkong. To be sold by Auction, Without Reserve, on FRIDAY, the 26th day of September, 1924, at 3 p.m., In One Lot,

by

MR. A. G. DA ROCHA,

Auctioneer,

at his Auction Room at No. 2A, D'Agular Street.

The Property Consists of:

All that piece or parcel of ground registered in the Land Office as Section D of Kowloon Inland Lot No. 578 together with the messuage and premises thereon known as No. 11 Hart Avenue.

Particulars and Conditions of Sale may be obtained from

Messrs. WILKINSON & GRIST,

Solicitors,

No. 9, Queen's Road Central,

Hongkong,

or from

Mr. A. G. DA ROCHA,

The Auctioneer.

Also,

on WEDNESDAY,

the 24th day of September, 1924,

at 2.30 p.m.,

by

Mr. A. G. DA ROCHA,

A Quantity of Household Furniture.

Also

1 Baby Grand Piano by "Chal-

len," in first class condition.

1 Baby Grand Piano by Kemmler

& Co., in good condition.

1 Victor Gramophone and

Records.

1 Drawing Room Suite.

SEA BALLADS.

Story of the Old Chanley.

Sea songs, which have of late become, like marine pictures and ship models, the quest of antiquarians, are receiving fresh exposition in a book from the editorial hand of Miss Joanna Colcord. The tunes and texts compiled by her are matters of oral tradition, finding their chief source in the memory of sailing vessels. They offer, therefore, a different sort of comment from the paintings of whalers, the engravings of clippers and the whittled representations of frigates that decorate the walls of houses in harbour towns or, perchance, that take up room in the shops of dealers and appear on show in collectors' galleries. Being, indeed, a subjective record, disclosing the thoughts and feelings of the old-time sailor while at leisure in the forecabin or at labour on deck, they must convey a larger and a truer message than can any physical relics, not inherently works of art. The ballads and chanteys of the Colcord volume speak, that is to say, in terms of all periods of civilization, rather than in those of the particular moment when the technique of the square rig was at perfection. But suppose there are persons who care only for the objective side. For them, abundant facts stand revealed in the words of the songs that Miss Colcord, herself a former voyager on an American merchantman, causes her friend of the sea to confess to. Do they seek knowledge about whaling? Here they have a dozen chapters of Melville's "Moby Dick" summarized in a stanza. Or do they wish information about the Liverpool and New York packet lines, or the Liverpool and Mobile cotton fleet? Everything can be learned here. And if they want to join in fancy the gold rush of California, here they may do it. Sea chanteys are no longer a living institution; according to Miss Colcord, they ceased to grow, her investigations prove, even before wind-driven vessels lost dominance on the ocean. The chanteys man was ahead of the captain of the ship, if her conclusion are just. In acknowledging the inevitability of steam, and yet, sea chanteys without doubt have a wider influence to-day than they ever had. They are taking their place as a part of the fundamental music of the world. They may be considered, in fact, as a sort of popular epic, a modern Odyssey that every little while requires new interpretation.

NEW SUBURBIA

Effects of the War.

Mr. E. C. Palmer, in the Nineteenth Century, describes the effects of war discipline and after-war conditions on what is popularly known as Suburbia.

All round London there is springing up a new suburbia designed for the people who have revolted against the old unmanageable bigness of things. The new suburban house—detached, with two or three bedrooms, and a garage instead of a nursery—is a symbol of the 'threes. Go to any of the building estates round London, and you will find the ideals of to-day written in bricks and mortar more plainly than in any book or newspaper.

Leave us alone! That seems to be the slogan of the new suburbia. The new ideal, expressed everywhere in bricks and mortar, is to be as detached as possible from one's fellows. It is not enough to be semi-detached. One must be separated altogether. Apparently the sergeant-major has at last been dismissed from housing. In the new suburbia each house stands at ease. Each house, too, is different from its neighbours. There is no trace of the uniformity of the old days. There are 200 little houses on one estate within forty minutes of London. Each one is a protest against the parade ground aspect of things. The same protest may be traced in the refusal to solve the servant problem by any communal kitchen or dining-room. That idea has definitely failed. In spite of the fantastic difficulty of getting domestic help of any kind, women prefer to do the work themselves rather than fall back on the communal outlet. Hence the new simplicity in furnishing. Carpets, linoleum, knickknacks, ornaments—all are scrapped to lighten labour. Floors stained with crocodile and then polished, built-in cupboards instead of wardrobes, bathrooms instead of washing-stands fitted with that Victorian absurdity, a jug, duster and a wash-basin, a jug, duster and a wash-basin, a jug, duster and a wash-basin.

Electric kettles, irons, and fires—all these things are found in the little houses of the new suburbia. No trace is left of the overcrowded work-making rooms of pre-war days. All the things beloved of the Victorians have been swept away. Gone are the mantelpieces littered with ornaments, the silver-framed family portraits scattered about the room, the polished brass, the soft carpets, the elaborate curtains, the suites of bedroom furniture, the massive sideboards, and the plague of little mats. All have been scrapped by this ruthless generation of women who have come to realise that the best home is the home that demands the least work. The aim of the modern bride is not to furnish a home, but to unfurnish it. Nearly all the new little houses may be carried in a taxi.

CHINESE LADY EDITOR.

Edits the "Burma News."

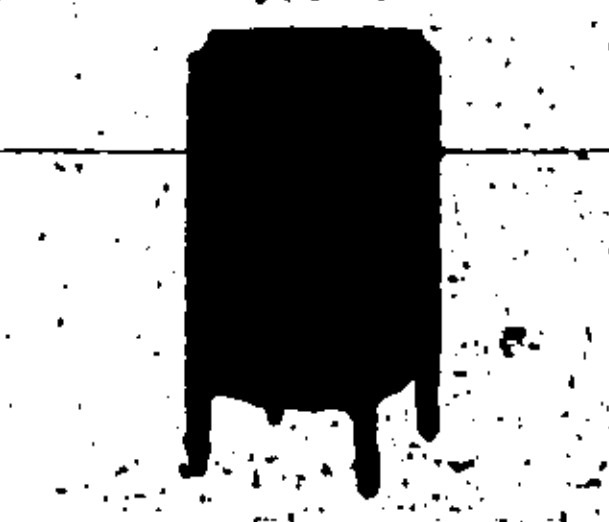
That journalism is quickly gaining popularity amongst the Chinese literati Overseas is shown by the fact that to-day there are no fewer than fifty Chinese dailies in Siam, British Malaya, Indo-China, Dutch East Indies, the Philippines, and Burma. The Chinese Press has always stood in the forefront of supporters of reform and progress. Despite adverse circumstances, strike and boycott, the most enterprising amongst Chinese journalists are endeavouring to live up to the ideals of the profession. Miss Lu Sheng yin, who from August 1 has been appointed Editor-in-Chief of the "Burma News" (Chinese daily) is one of the type. She is the first Chinese lady ever to have been entrusted with the responsibilities of the fourth estate of the realm.

Born in Hsien Province and later educated in a Mission School in Nanking, Miss Lu is a distinguished English and Chinese scholar. Amongst many other works, she translated the entire volume of Tagore's "King of the Dark Chamber" into Chinese and serial order in her paper. This is now to be published in book form. At the reception given to Dr. R. Tagore by the Chinese in March last, Miss Lu delivered a speech in English which so much impressed the poet that an invitation was sent to her for a scholarship at Shantou. This, however, she has not made up her mind whether to accept or not.



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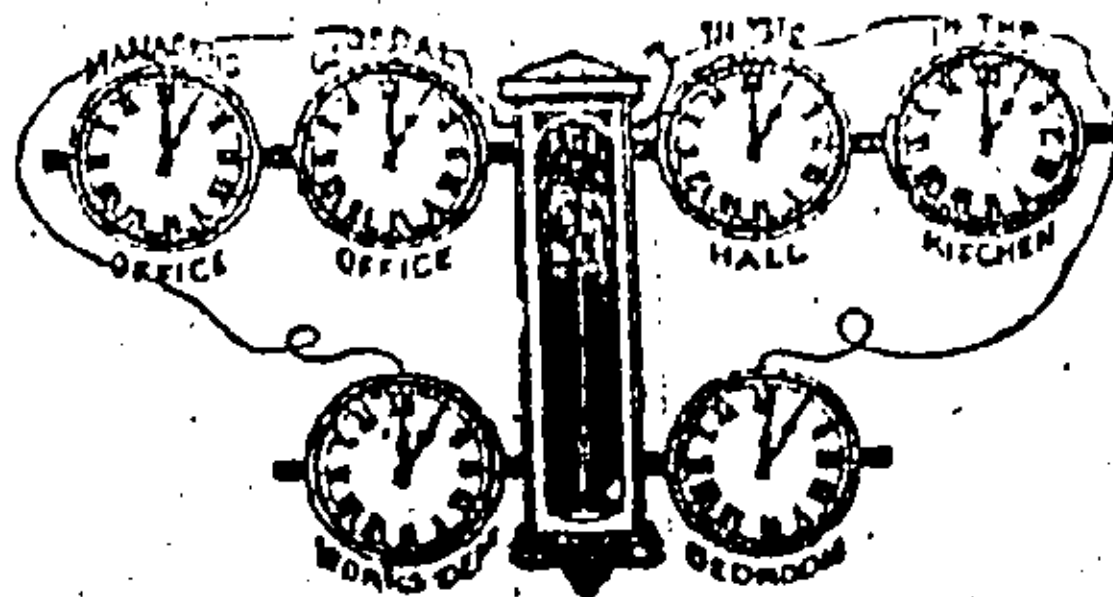
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LIEUT. COMDR. NEWBOLD.

IMPOSING NAVAL FUNERAL.

The funeral of the late Lieut. Comdr. Newbold, whose death was reported in these columns on Monday, took place at the Happy Valley Cemetery at 5.15 p.m. yesterday.

The cortege left the R. N. Hospital at 5 p.m., headed by a firing party and a gun carriage drawn by members of the ship's company of H.M.S. Ambrose, upon which the cremated remains of the deceased officer, enclosed in a polished oak casket were carried, enshrouded in a Union Jack, and surrounded by his cocked hat and sword. An escort of eight commissioned officers paced beside the bier which was followed by Comdr. Bowers of H.M.S. Ambrose as Chief Mourner.

In the rear of these 250 marines, petty officers and bluejackets carrying wreaths from the ships and establishments they represented, marched in silent rhythm, the rear of the procession being formed by the brother officers of deceased.

At the gate of the cemetery, the ranks of the firing party opened out, and the carriage passed through and halted. The casket was lifted and, wrapped in a smaller Union Jack, was borne to the graveside by Lieut. Comdr. Crosswell of Submarine L8 between the ranks of the escort.

At the graveside, a choral service was conducted by the Revd. Copley Mayle, of St. John's Cathedral, the mourners following the hymns from printed sheets. There were present at the last rites, Mrs. A. C. Newbold accompanied by Surgeon Captain Burniston, Hon. Sir Claud Severn, Commodore Grace, Col. Russell Brown (Acting G. O. C.), Commander Bowers (Ambrose), Lieut. Comdr. Crosswell, Pay Lieut. Comdr. R. E. Worthington and the Commissioned Officers from all ships in port, including submarines, Mr. H. Owen-Hughes and Mr. H. B. Keenham.

The casket, looking insignificant compared with the usual sombre and imposing coffin, was placed upon a square of white silk and lowered into the grave by ribbons, after which the firing party was called to attention, and as the three volleys rang out over the Valley, the bugle sounded the salute and then waited off into the gripping notes of the Last Post. Guard and firing party then presented arms, and the assembled officers gave their departed comrade his final salute.

Wreaths were sent by the following—Mrs. A. C. Newbold (widow), Sir Claud and Lady Severn, Commodore and the Misses Grace, acting General Officer Commanding the Troops and his staff, Officers of H. M. Submarine L8, Wardroom Officers Ambrose, Wardroom Officers Tamar, Captain and Wardroom Officers Hollybeck, S.N.O. and Officers of West River Flotilla, Officer Royal Artillery, Hongkong, Lieut. Col. Bird and Officers of H.K.V.D. Corps, Navy League, Warrant Officers and E.R.A.'s Reserve Submarines, Submarine Petty Officers (9), Seamen "A" Group Submarines, Seamen "B" Group Submarines, E.R.A.'s Ambrose, Ship's Company Tamar, Chief Constructor's Department, Surg. Captain and Mrs. H. Burniston, Comdr. C. E. Brook, Surg. Lieut. Comdr. and Mrs. H. W. Fitzroy Williams, Mr. E. W. Hamilton, Rev. A. J. and Mrs. Stearn, and Mr. and Mrs. W. S. Marsh.

SHUMSHUIPO SHOOTING FATALITY.

JURY'S VERDICT.

A verdict that the deceased was shot by an Indian constable in the execution of his duty was returned by the jury, Messrs. F. C. Mow Fung (foreman), I. W. Shewan and C. Guimond, at the enquiry held before Mr. E. W. Hamilton, Coroner, at the Kowloon Magistracy yesterday afternoon, regarding the death of Tse Choi, an earth cooler, who, when walking along the Lai-chikok Road during the early hours of the 15th August, was shot by an Indian constable when he attempted to resist a search.

At yesterday's sitting the Captain Superintendent of Police, Mr. E. D.

EARLIER TELEGRAMS.

THE CHINA WAR.

(Our Own Correspondent).

Shanghai, Sept. 16, 2.15 p.m. A communique from the Kiangsu headquarters at Lungwha reports the opening of a renewed and determined offensive on Luho, the objective being the Wosung forts. Simultaneously lesser but violent Kiangsu attacks started at Kiating and along the railway. Bombardments are progressing along the entire line.

The casualties continue to mount. Lungwha denies persistent reports of the arrival in Hangchow Bay of reinforcements, by steamers from Manchuria. The general battle lines are apparently unchanged. The weather is clear. The settlements are quiet.

2.30 p.m. A messenger from the Kiangsu front, en route from Soochow to Chinkiang, reports that the first contingent of Wu Pei-fu's troops, the Fourteenth Division, comprising three thousand well-armed and equipped men, passed Wush at 12.15 in two special trains for the front.

It is also reported that two aeroplanes, with Rolls Royce engines, arrived at Soochow in a special train on Sunday from Nanyuan airbase, Peking, probably to replace two aeroplanes wrecked a week ago in trial flights, whose pilots are now in the American-missionary Red Cross Hospital at Soochow.

Doctor F. A. Wilmet, attached to the Kiangsu Army Medical Corps, Doctors Price and Stewart (Nanking) of the American Red Cross are assisting in caring for the wounded at Quinsan.

Interviewed at Luho, the wounded aboard a train said: "We have been fighting waist deep in water, through torrential downpours. The Chokiang troops are most stubborn opponents, who have been employing grenades and land mines, with destructive effect."

An observer emphasizes the absence of confusion at Quinsan, where the troops of several provinces, speaking entirely different dialects, are intermingled, while proceeding to the front by railway and waterways. Foreign railway officials at Quinsan and Soochow are working like Trojans, without any apparent friction.

At Soochow a drastic censorship prevails. Provisions are practically unobtainable. But there are very few soldiers at Wush, where the shops are open and many of the civil population, which had previously fled to Nanking, are returning, apparently satisfied with the behaviour of the soldiers, who are well-disciplined.

Kiangsu is increasing the intensity of its attack on Luho. Fighting is subsiding somewhat elsewhere. Late to-day the lines generally were unchanged.

London, Sept. 16. The London Marine Insurance Underwriters have notified cancellation of war risk in open covers and policies which include voyages to Chinese ports. This is in accordance with a provision of a clause in the policies. Current war insurance to China is about one eighth per cent. with institute of cargo clauses, or one per cent. with a clause which extends cover for a month after arrival in warehouse.

Mukden, Sept. 16. Chang Tso-lin issued a proclamation on the 16th, announcing his intention to fight against President Tsao Kun himself. He had decided to proceed to Chinchow where he will assume command of all the forces, a part of which are reported to have crossed the frontier in the direction of Chaoyang.

Chang Tso-lin's troops having crossed the frontier at Chaoyang an early clash is expected. Chang has telegraphed to President Tsao Kun an enumeration of Wu Pei-fu's crimes which must be brought to justice and adds, "as Your Excellency is surrounded by Wu Pei-fu's traitors, I will send aeroplanes to enquire after your health and to ask if you are still at liberty."—Reuter.

ARMS FOR CHINA.

Durban, Sept. 16. Customs authorities, searching the tramp steamer Nordmark from Hamburg, discovered a thousands rifles a large quantity of ammunition and a number of machine-guns. There was nothing in the ship's papers to indicate the nature of the cargo, which, it is surmised, was intended for China. The vessel was placed under armed guard and taken to Congella basin.—Reuter.

INDIA'S OPIUM EXPORTS.

In a letter to the Times Sir Frank Swettenham, dealing with Sir John Jordan's proposal for the gradual reduction of the export of opium from India and its consumption in Far Eastern territories of the Powers at the rate of ten per cent. a year for a decade, says that if this advice were accepted and enforced it would put an end to the production of prepared opium in India and its consumption in the Straits, Malay States and Hongkong but what about China which is producing fifteen thousand tons of opium yearly or nine-tenths of the total world's production? If Sir John Jordan's suggestion were accepted and enforced what is to prevent China from producing a few more tons to replace it? Is not the Opium Advisory Committee straining at a goat while swallowing a camel.—Reuter.

ATLANTIC SPEED RECORD.

London, Sept. 16. A record passage of 4 days, 21 hours and 57 minutes was set up by the Mauretania on her first call at Plymouth from New York. Passengers and mails were transported to London, 237 miles, in 4 hours 3 minutes.—Reuter.

RACING MOTORIST KILLED.

Syracuse, Sept. 16. The racing motorist Jimmy Murphy was killed, while attempting to overtake Pilsbater, who was winning the hundred and fifty mile automobile race.—Reuter.

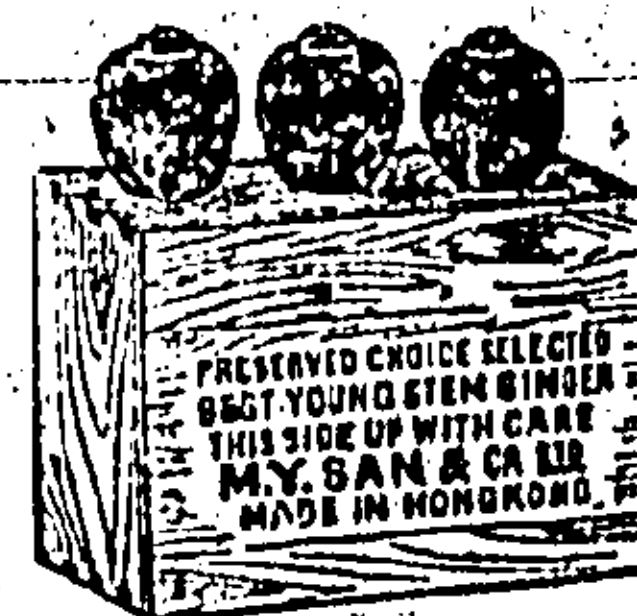
C. Wolfe was called to give evidence regarding general instructions issued to the police about shooting.

Prior to the C.S.P.'s testimony, Sub Inspector Hutchins produced written copies of the instructions. These stated that the police are permitted to shoot: (a) If a man draws a weapon with the obvious intention of resisting arrest or search; (b) If a man suspected of a crime of violence or unlawful possession of arms resists arrest or search and such resistance cannot be overcome by other means; (c) If a man suspected of having committed a robbery runs away or cannot otherwise be arrested.

Witness was of the opinion that under section (c) the Indian was justified in shooting.

The O. S. P. said that those instructions were correct as issued by him. Before being passed by the Colonial Secretary they were first seen by the Attorney General. Witness said that apart from the story of the man being armed with a revolver, the Indian was, in his opinion, quite justified in shooting. In answer to the jury, witness said that in consequence of the nature of crime in that particular vicinity and the seriousness of the instructions, the villagers had been informed of them some considerable time ago, but not recently.

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EARLIER TELEGRAMS.

REVOLT IN THE CAUCASUS.

Genova, Sept. 16. A special Georgian delegation to Genova reports that the anti-Bolshevik rising is now general in the Caucasus. An important tunnel at Souran on the Tiflis-Batum line has been blown up and the Bolshevik troops are retreating in disorder. A provisional Georgian Government has been established at Kutais and general mobilisation decreed. The movement is regarded here as more than a mere rising and is considered to be a war of independence on the part of Georgia and Azerbaijan. In Paris it is believed that the Soviet troops command only the country round Batum and that their only hope of reoccupying the interior will be to land reinforcements at Batum and attack the region behind, but it is believed that the troops are not properly equipped and therefore the Georgians by blowing up the Souran tunnel have cut the only railway giving access to the interior from Batum. A Berlin message to the Georgian Legation states that three notorious members of the Cheka, Peters, Pankratoff, and a Chinaman named Li, have been sent to Batum with unlimited powers to suppress the revolt in the most severe manner.—Reuter.

NETHERLANDS PARLIAMENT OPENS.

London, Sept. 16. Parliament has reassembled. In her speech from the throne, the Queen said that they hoped they had seen the end of the economic crisis. A slight improvement in commerce and industry was already perceptible, and there were good prospects of the improvement of the country's finances. If the financial measures awaiting the sanction of Parliament were approved the budget would balance in 1925. Relations with foreign countries were of the most friendly nature. Bills would be introduced dealing with the fleet, the tax on luxuries, and the reduction of certain direct taxes. A bill would be prepared providing for workers' national health and accident insurance. The financial situation in the Netherlands Indies was improving. Estimates for the Indies would be accompanied by proposals for certain alterations in the present fiscal regime.—Reuter.

IT BEATS THE DUTCH.

London, Sept. 16. The Shell Transport Company has accepted Dutch tenders for six oil-tankers. Three each will be built at Amsterdam and Rotterdam. The ships will be of new type single-screw Diesel driven motor-ships. Their total cost will exceed £1,200,000. Only British steel may be used, and no German machinery will be permitted. It is stated that every British firm was invited to tender, but the prices in all cases were thousands above the Dutch, despite the fact that the British tenders cut out all profits and reduced establishment charges to a minimum.—Reuter.

GERMANY'S WAR GUILT.

Berlin, Sept. 16. The Cabinet today did not discuss the question of formal repudiation of Germany's war guilt, postponing decision till Herr Ebert's return from holiday. It is officially announced that after long conversation between Herr Marx and Herr Stresemann, no difference existed between them on the question.—Reuter. Herr Marx's organ Germania says that it is increasingly apparent that the repudiation of Germany's war guilt will aggravate the political situation and it therefore may be taken for granted that the Cabinet on Thursday will shelve the question of formally notifying said repudiation until a propitious moment arrives to revive the question.—Reuter.

THE MOROCCAN SITUATION.

London, Sept. 16. The Spanish withdrawal from positions on the Wadlau line in Morocco, reported on the 15th, seems to indicate that General Primo de Rivera has been able to execute the policy of establishing lines closer to Spanish bases, to which the military party objected. It is officially announced from Madrid that the situation in the Spanish zone has greatly improved and the rumours that part of the zone will be evacuated or that Spain will abandon any international pacts to which she has expressly agreed is denied.—Reuter.

ITALO-EGYPTIAN SITUATION TENSE.

London, Sept. 16. A serious Italo-Egyptian situation has been called to the attention of the Daily Telegraph from Cairo. The Italians are reported to be concentrating troops and aeroplanes in the proximity of the Egyptian frontier which, coinciding with Italy's demand on the Egyptians to evacuate Sollum and Jernab, is regarded as indicating an intention to use force unless the demands are met.—Reuter.

IRISH BOUNDARY CRISIS.

London, Sept. 16. The Ulster Cabinet met this morning at Cleeve Court, Stranmillis-on-Thames, the residence of Sir James Craig, and discussed the Irish boundary question. All the members of the Cabinet were present except Mr. Edward Mervyn Archdale, Minister of Agriculture who remained in Belfast as Minister-in-Charge. It is believed that the Cabinet will reaffirm its decision not to appoint a member to the Boundary Commission—whereupon—steps will immediately be taken to summon the Imperial Parliament on the 30th.—Reuter.

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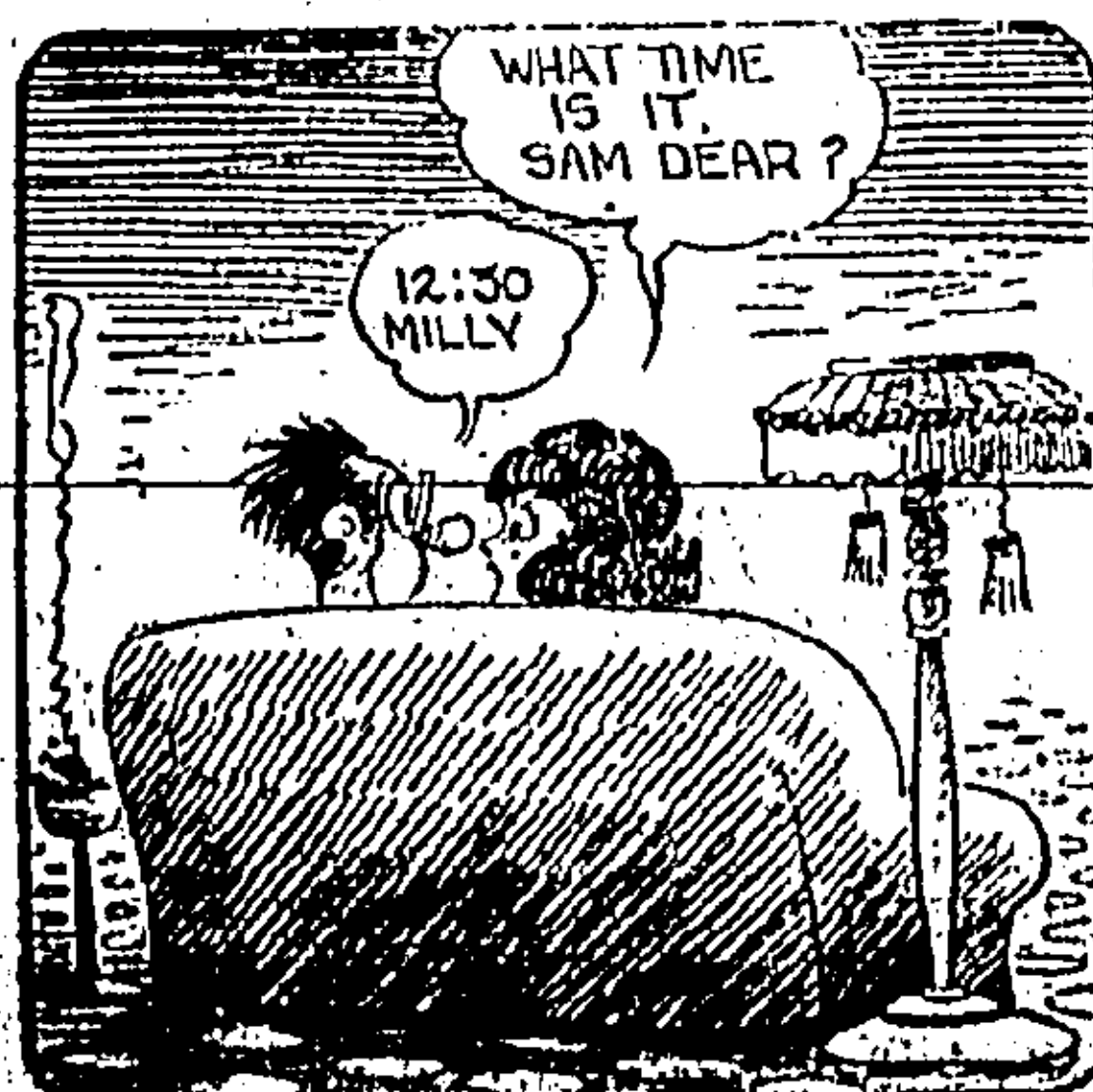
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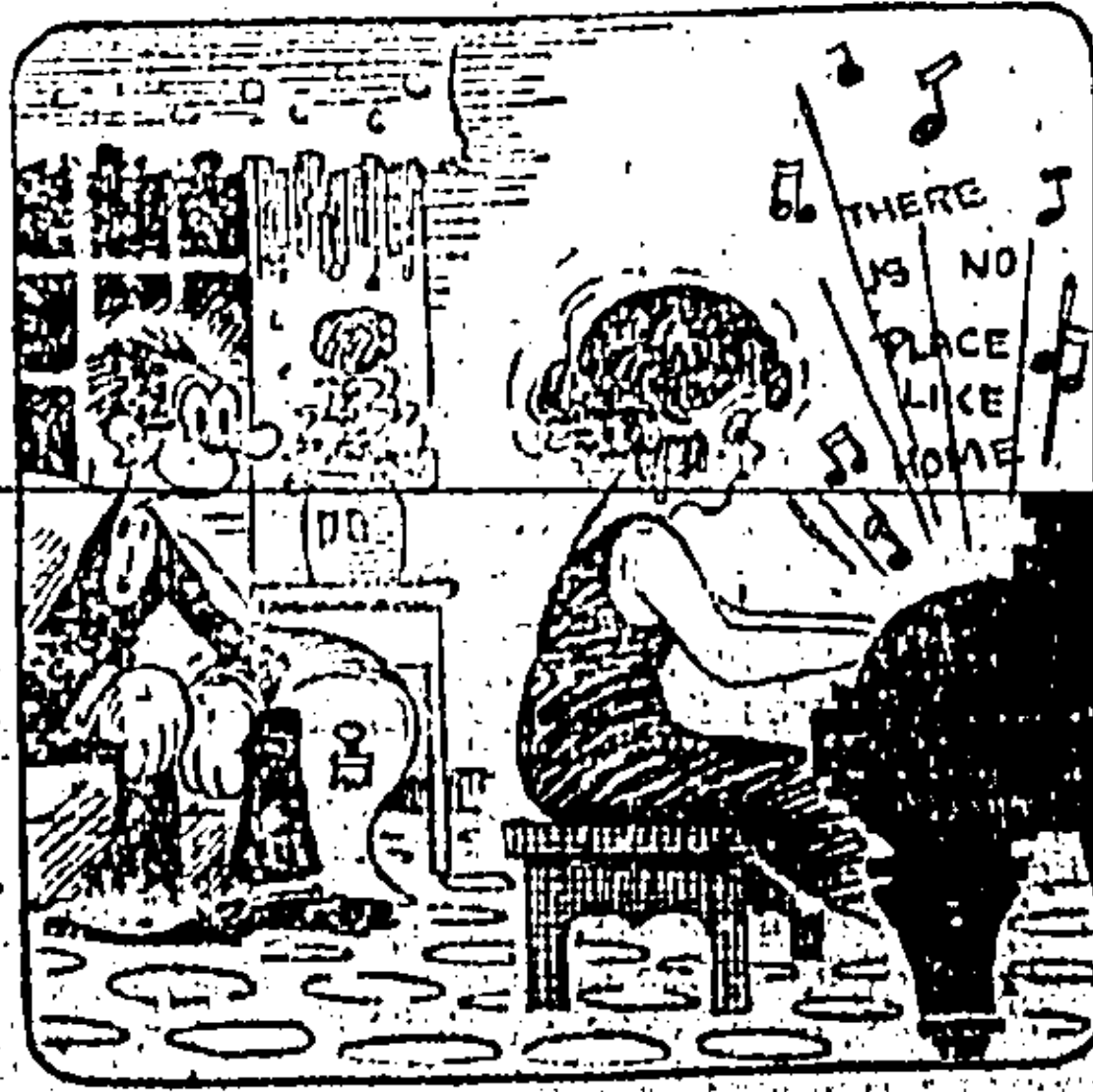
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NEW SCHEME FOR WORLD PEACE.

TEXT OF IMPORTANT LEAGUE PACT.

ARBITRATION BY COMPULSION.

Geneva, September 16.

The British and French delegations have agreed to the terms of the protocol as regards the application of penalties for breaches of the covenant of the League. The outstanding points have been referred to London for approval. The terms of the protocol were considered to-day by the sub-committee, to which the chairman, M. Benois, explained the views of the delegations.

According to an unofficial statement, the protocol is a very important peace pact, and contains ten articles and two appendices in addition to a long preamble emphasising the necessity for arbitration and for real general disarmament. The International Court at the Hague and the Council of the League are designated arbitrators, and arbitration is made compulsory on all signatories. When arbitration is accepted by parties to a dispute, commissions of military and civilian experts nominated by the Council of the League shall immediately proceed to the two countries to organise demilitarised zones, and prevent attempts at mobilisation.

The document provides for military and economic sanctions, while the Council of the League shall appoint a commission to investigate effective means of assuring a blockade immediately the aggressor be determined.

All signatories to the document shall undertake to participate in a general disarmament conference to be held within a year by the League of Nations.—*Reuter.*

BRITAIN'S POLO TEAM BEATEN.

SERIOUS ALLEGATIONS OF DISSENSION.

Meadowbrook, September 16.

In the British team for to-day's polo Test, Major Phipps Hornby replaces Major Hurndall.

The dropping of Major Hurndall has caused considerable surprise, and has revived rumours of dissensions in the team, which were brought to a head by the departure of Lord Wimborne on Saturday. While the members of the team have always stoutly denied any dissension, Major Hurndall, interviewed by a New York paper, says he does not mind being out of the team, but he considers it high-handed procedure for other members of the committee to change the team without consulting him. He has cabled his views on the matter to England, and is greatly put out over the whole business. Such things have been proceeding ever since they started practice for the international matches months ago. Many, including himself, blamed the numerous disagreements for the weakness of the team.—*Reuter's American Service.*

ANOTHER AMERICAN WIN.

Meadowbrook, later.

In the polo Test, America beat England by 14 goals to 5. Twenty-five thousand people, including the Prince of Wales, were present at the polo Test. The Britishers showed unexpectedly sound team work, and led at the end of the first chukker by 2 goals to 1, but the Americans got into their stride in the second chukker and scored thrice. There was no scoring in the third, but at the end of the fourth the score was 8 to 2 in favour of the Americans. The British players started the second half with a brave attack, and scored, but America continued to widen the margin to the end.—*Reuter's American Service.*

EXAGGERATED NEWS OF REVOLT.

SOVIET VIEW OF TRANSCAUCASIAN TROUBLE.

London, September 16.

The Soviet Embassy in London declares that the Georgian reports of a revolution in Transcaucasia, as cabled earlier, are absolutely untrue. Georgia and the Caucasus generally are quiet. All that had happened has been a series of raids on small towns in East Georgia, on August 29th, by small bands of brigands led by dispossessed nobles or Tsarist officers, prepared by the so-called Georgian Independence Committee, composed of former nobles financed from abroad. These bands were everywhere liquidated by the local forces within 48 hours. The peasants and workers opposed the adventure, the leaders of which issued a manifesto on September 9th, calling upon their supporters to lay down their arms.—*Reuter.*

TERRIBLE MOTOR-CAR ACCIDENT.

ALL INVOLVED KILLED ON THE SPOT.

St. Johns, Newfoundland, September 16.

A terrible tragedy overtook a party returning from a visit to the British special service squadron in a motor-car driven by a son of Sir William Reid, president of the Newfoundland railway. It ran into and instantly killed two Canadian officers belonging to the War Veterans Association as they were attempting to board a bus. The motor-car then overturned, and its four occupants, including two British naval officers, Lieut-Commander Donye O'Callaghan and Lieutenant Edmund Burrows, were all thrown out and killed on the spot.—*Reuter's American Service.*

ULSTER WILL NOT BUDGE.

DECISION TO IGNORE BOUNDARY COMMISSION.

London, September 16.

The Ulster Cabinet has informed Mr. Ramsay MacDonald that it has decided to adhere to its decision not to appoint a representative to the Boundary Commission.—*Reuter.*

HOLLAND'S BUDGET.

ADJUSTMENT OF TAXES.

The Hague, Sept. 16.

The Minister of Finance in his Budget statement in the Second Chamber estimated the deficit for 1925 at twenty million florins, which will be wiped out by the passage of Bills increasing the salt and tobacco duties, and by a reduction of expenditure in order to allow the lowering of certain taxes, considered too high for development of national prosperity; and better distribution of burdens between direct and indirect taxation was also contemplated, which would involve the introduction of certain direct taxes, adjudged excessive.

MOTOR SMASH SEQUEL.

"FOUR DRUNKEN COCKNEYS?"

"Caustic Way of Describing Her Belief."

"Miss Councilman certainly laid herself open to comment, but when Mr. Russ attacks her letter and imputes motives, saying she is vindictive, I think he is going too far." So said Mr. H. C. Macnamara, in the Summary Court this morning, when the case in which the Hang Lok Garage Company is claiming \$935 damages from the Hongkong and Shanghai Hotels, Ltd., was continued before the acting Puisne Judge.

The case, which arose out of a collision between cars belonging to the respective garages on July 16th, at Tasi Wan Hill on the Repulse Bay Road, was partly heard on Monday and a letter written by one of the lady occupants of the defendant company's car, in which she described the three police officer occupants of the other car as "four drunken Cockneys" was read and adversely commented upon by Mr. C. A. S. Russ who represents the plaintiffs in the case.

Mr. Russ declared the letter to be "cattish" to be vindictive, to be unjustifiable, and to be untrue from beginning to end.

THE DEFENCE.

Introducing the argument for the defence this morning, Mr. H. C. Macnamara said he felt that in the interests of Miss Councilman the legal argument should be heard in open Court. (Some part of the evidence was heard in Chambers.) He had read the accounts of the case which had appeared in the public Press and the prominence which had been given to the attack his friend (Mr. Russ) had made on Miss Councilman. He felt some reply had to be made. Had Miss Councilman been present, it would have been very necessary and he thought it was all the more necessary, in her interests that some defence should be made to the attack made upon her.

Plaintiff had told the Court that his car kept on the correct side of the road and that the other car came along and ran into it. As his Lordship had seen the spot where the accident occurred, he had seen that there was ample room for two cars to pass. When two cars came into collision, the occupants of each car invariably took the part of their own driver. That was what they found on both sides in the present dispute. Each side had said that their car was on its correct side of the road, but he submitted that so far as the plaintiff's story was concerned the only fact that came out at all clearly was that defendant's chauffeur saw the other car considerably before plaintiff's chauffeur saw him. Each side the other was travelling at an excessive speed, and he asked his Lordship to believe the writers of the two letters because it was obvious that they had no interest whatever in writing anything that was not the truth. His Lordship would notice that they were very guarded in their remarks, confined in their praise. They had not written to praise their driver but to do him justice.

"COCKNEYS" AND "YANKEES."

Mr. Macnamara said he must say that Mr. Russ in his references to Miss Councilman and her letter had gone too far. "She certainly laid herself open to comment, but when Mr. Russ attacks it and imputes motives, saying she is vindictive, I think he has gone too far." There was no evidence at all that she was vindictive. She described the occupants of the other car as "four drunken Cockneys" and he had no doubt whatever that she believed what she said to be true. "The Americans have an idea," said Mr. Macnamara, "that we are all Cockneys and the evidence of the defendant's chauffeur, given in Chambers, is proof that there was drink in the car."

Knowing Mr. Macnamara's well-known ingenuity, he certainly expected him to put forward some reason for this accident in which his (Mr. Russ) clients would be the culprits, but he was astounded that after having two days to consider it he had not

Cockneys much the same as we call all American Yankees. Some of the Americans in the South very much resent it. Her expression was a somewhat caustic way of describing what she believed to be a fact.

DISHONEST CLAIM.

Mr. Macnamara went on to deal with the facts of the case. He described the claim as outrageous and dishonest, and declared that the plaintiff had put forward perjured evidence. The claim was an extraordinary one; he claimed that he had suffered \$950 damage. He doubted whether plaintiff had suffered \$95 damage. Every item in plaintiff's particulars of claim was false. He claimed \$100 for repairs; they were \$68 odd; the car was out of commission for eight days, he claimed for 32; he claimed \$500 for depreciation, a competent witness had said that the proper figure was round about \$5. When Mr. Russ called his own expert on the question of depreciation he conducted a sort of Dutch auction—(laughter). Would you give me \$500 for depreciation? Mr. Allison: No. \$400? No. \$300? No. Mr. Allison then very reluctantly said that it might be about \$100.

It was a dishonest and outrageous claim; if it had been reasonable, it was possible that a firm of the standing of the Hongkong and Shanghai Hotels would have paid it in preference to indulging in litigation. But with such a claim supported by evidence which was obviously untrue, it was the duty of the Company to resist it.

Summed up, the accident came down to this: two cars came on another and do a small amount of damage, no one was injured. Yet they got that monstrous and inflated claim, supported by evidence which no one could possibly believe. He asked His Lordship to dismiss the case, but if he considered that plaintiff was entitled to some damages, then he submitted that it was a suitable case for the plaintiff to be deprived of his costs.

MR. RUSS REPLIES.

Replying at some length, Mr. Russ said he proposed to deal first with the certainties of the case and then to build up from them the possibilities. In the first place, it was certain that the Hotel car ran into the offside rear wheel of the plaintiff's car at 1 o'clock on July 16th. The next certainty was that the damage complained of took place on a road that was perfectly open for some distance, so that it was beyond all doubt that there must have been gross negligence on the part of one or the other. To put it in the language of Miss Elizabeth L. Councilman, who had a far superior choice of words, "it was a most unnecessary accident." That was a point upon which they all agreed.

SPEED OF THE CARS.

Proceeding, Mr. Russ, said that the cars were 123 yards apart when they first sighted each other (the measurements were taken on Monday afternoon) and to the point of collision plaintiff's car had travelled 82 yards and defendant's car had travelled 110. It was clear, therefore, that the Hotel car was travelling half as fast again as the other car. This was corroborated by the fact that the Councilmans had to catch a boat at three o'clock and they were frightfully distressed when they were held up. The road was 18 feet wide, and they had the statement of the two independent witnesses that their driver was by no means on his proper side. It must be an appreciable distance that would impress a person that his driver was not on his proper side and in a narrow road like that three feet would make all the difference.

THREE CAUSES.

Knowing Mr. Macnamara's well-known ingenuity, he certainly expected him to put forward some reason for this accident in which his (Mr. Russ) clients would be the culprits, but he was astounded that after having two days to consider it he had not

THE FIGHTING IN NORTH CHINA.

KIANGSU FORCES BEGIN GENERAL ATTACK.

FIRING HEARD IN THE SETTLEMENT.



The above picture shows wounded soldiers brought into Shanghai from the fighting lines. They are being carried on stretchers into Dr. New's Red Cross Hospital, which is situated on the Tientsin Road.

Shanghai, Sept. 17.

There was desultory fighting along the eastern front from Liuhoo to Hwangtu yesterday, which developed into a general attack by the Kiangsu forces shortly after seven o'clock in the evening, the Kiangsu army beginning the action with heavy artillery fire.

A Chekiang communique claims that the Chekiang forces repulsed the attack along the whole front without losing any ground.

Firing was distinctly heard in some parts of the Settlement during dinner time, but it died down at about eleven o'clock.—*Reuter.*

NAVY TAKES PART.

Shanghai, Sept. 17.

It is reported that the Nanhai Navy actively participated in the bombardment of Liuhoo yesterday.

An attack launched by the Anhwei troops on the Chekiang border between Szean and Kwangtung on Sunday is claimed by a Chekiang communique to have resulted in a complete routing of the attackers.

Skirmishing between the Fuchien vanguards and the Chekiang garrison in the vicinity of Puchong, on the Chekiang-Fukien border, is reported.—*Reuter.*

TO ATTACK CHEKIANG.

Shanghai, Sept. 16.

Sun Chuan-fang, who is at Puchong, on the Fuchien-Chekiang border, is making preparations to attack Chekiang on the 19th inst.—*Daily Bulletin.*

ANGLO-AMERICAN NOTE.

Fokking, Sept. 16th.

The British and American Ministers have sent another Note to the Waichiaopu regarding the prohibition of foreigners travelling in the four provinces of Kiangsu, Chekiang, Anhwei and Kiangsi. The Note states that the prohibited area is too large and the Chinese Government must be held responsible, despite the fact that there is fighting in those districts.—*Reuter.*

RUSSIAN AERIAL PILOTS.

Shanghai, Sept. 17.

A message from Peking says that in response to Dr. Wellington Koo's request to impose restrictions on Russians working as

pilots of flying-machines for China Tse-lin, M. Karakhan says the Russians in question are Whites and not under the jurisdiction of the Soviet.—*Reuter.*

GENERAL BATTLE CONTINUES.

(Our Own Correspondent)

Shanghai, Sept. 17.

The general engagement is continuing without any material changes, the newest development being reports of recent fighting on the Anhwei border area separating Kwangchow and Szean, North of Changching, where Lungwha claims that Chekiang is withstanding the attacks.

Lungwha Jacks reports from the Iking sector, but reports that vigorous Kiangsu attacks on Liuhoo, Kiating and Hwangtu have been repulsed with firing to-day, subsiding bombardments by artillery.

A conservative estimate of the Kiangsu casualties gives a total of 1,200, of which 300 are dead, Chekiang having about the same totals. The weather is clear and the Settlement quiet.

BAIL FORFEITED.

MARINE ENGINEER IN TROUBLE.

William Saunders, a marine engineer, living at the Astor House Hotel, to-day forfeited his bail on failing to appear before the Magistrate to answer charges of assault and using profane language brought by a ricksha coolie. The alleged offences were stated to have occurred in Spring Garden Lane.

Mr. C. D. Melbourne ordered that out of the sum of \$25 then the confiscated \$3 was to be paid to the coolie as compensation for the injuries he received.

TO-DAY.

Closing Exchange 2s. 4. 13/16.
Lighting Up-Time 6.25 p.m.
Barometer 2 p.m. 29.89
Temperature 2 p.m. 77
Humidity 2 p.m. 88
High Water 11.51 a.m.
Low Water 5.44 p.m.

"Goaded by my remarks," continued Mr. Russ, "Mr. Macnamara has talked a lot about the claim. When his client was told that Mr. Smith had said the depreciation was about \$5, he called Mr. Smith a liar. He did not propose to repeat vituperous epithets (laughter), but he did say that Mr. Smith was an expert witness (laughter). They all knew how partial and friendly expert witnesses were to the other side. He asked for damages amounting to \$500."

TOO OFFICIOUS.

A LUKONG FINED.

"You presumed on your position as a constable," Mr. E. E. Lindsell to-day said to a Lukong who was brought before him on a charge of assaulting a coolie.

The assault occurred whilst the coolie was on a visit to a friend. With him were two others when the constable came on to the floor to see his mother (the principal tenant of the house) and noticed the crowded condition of the cubicle. The coolie had to take up a little space in the passage way, and because of this the Lukong waxed truculent, and ordered him out of the house, hasting the departure by the bestowal of sundry blows and kicks. As if these were not enough, the Lukong even took the unhappy man to the Police Station. Here the tables were completely turned when an Inspector with an enquiring turn of mind got to the bottom of the story and reported his findings to his superiors. The coolie was medically inspected. Dr. McKenny advised reference of the case to the Magistrate. Mr. P. J. Wodehouse, the D.S.P., confirmed this decision, and the Lukong appeared before Mr. Lindsell this morning on a consequence.

His Worship asked the Lukong what right he had to take the coolie out of his house, and he was told that he was a constable. He was then asked to produce his commission. The Lukong's record, with the exception of a few minor offences, was found to be clean. He was fined \$500.